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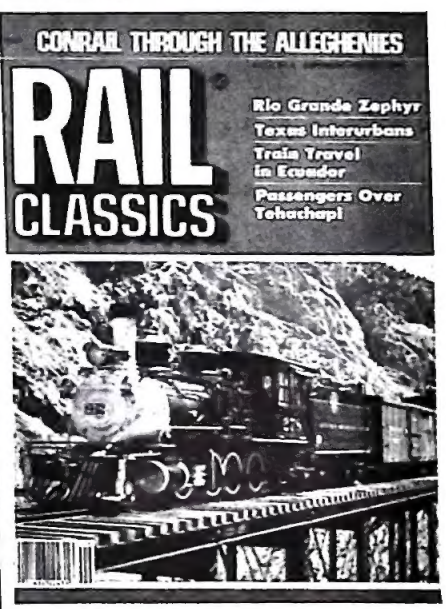

COVER—A glimpse of what the Rio Grande narrow gauge once looked like is still possible along US 50 between Montrose and Cimarron, Colorado. C-16 No. 278 is displayed by the National Park Service, along with a box car and caboose. Andy Lightbody photo.

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Denis Dunning—Editor
Geoff Auburn—Associate Editor
Edwin Stauss—Editor-at-Large
Ron Ziel—Foreign Steam Editor
Stuart Diaux—Editorial Assistant

Ross B. Mandel—Advertising Director
7950 Deering Avenue
Canoga Park, California 91304
(213) 887-0550
Cheri Paul—Advertising Director

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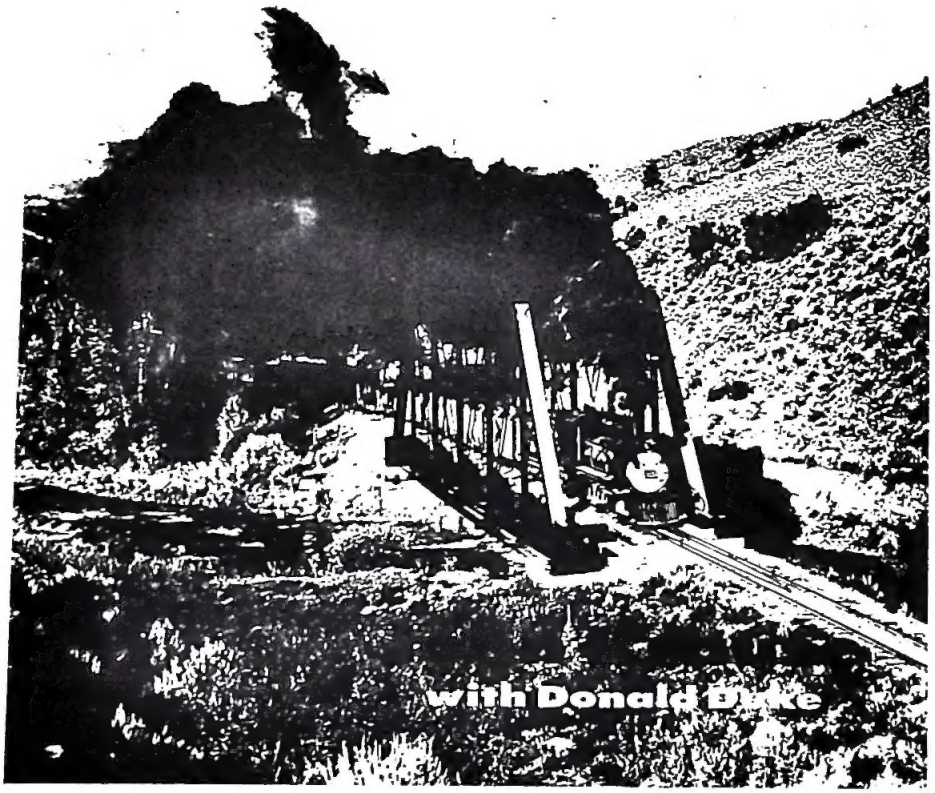

American Narrow Gauge is a luxurious pictorial account of the narrow-gauge lines still in operation following World War II. This volume surveys the common carrier lines, the private and logging pikes, from Pennsylvania to Alaska, and from wartime to current date. Such carriers as the narrow-gauge lines of the Denver & Rio Grande Western, East Broad Top, Railway, Rio Grande Southern, Southern Pacific, Sumpter Valley, West Side Lumber Co., and the White Pass & Yukon to name but a few are presented here.

This book of superb photographs expertly integrated into a sparkling text fires the imagination of those who remember the small steam locomotives that climbed Marshall Pass or the *Galloping Goose* that used to clatter over Ophir trestle. Here is the *American Narrow Gauge* — the last slice of it — and served up in easy-to-read style with a matchless picture collection of slim gauge railroading. **24.95**

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RAIL MAIL

Indian Falls Wreck

RAIL CLASSICS, May '79, featuring the "Great Pickle Works Wreck" started me looking at some old photos of my Father's train that left the rails in a blinding snow storm near Indian Falls, NY, [New York Central] January 17, 1917.

Enclosed is a news clipping detailing the incident. It doesn't tell that the engineer, who died the next day, was pinned in the wreck and begged them to cut off his leg as the broken steam pipes were burning him.

The wreck took place not too many miles from where Engineer Charles

Conductor Brady and his train on NYC.
Brady Collection

Cab-forward helper on Cuesta Grade, 1941.
Donald Redmond

H. Hogan with locomotive 999 set a speed record of 112½ miles per hour between Batavia and Corfu, N.Y.

Greg Brady
Attica, NY

Cuesta Pass

Your article on S.P.'s Cuesta Pass brought back memories as I was stationed at Camp San Luis Obispo in the summer and fall of 1941. The 90+ car trains in those days usually had three cab-forwards and a 4-8-4 or 4-8-2 on them to get over the pass.

Donald Redmond
Bozeman, Mont.

Twilight Zone

Every now and then, in the pages of RAIL CLASSICS, someone writes with all the emotion and intrigue that would make a Tennyson, Sandburg or a Shakespeare sit up and take notice.

When I examined the "Haunted City" in the March issue, I thought back to my growing up years in Maryland. The late Rod Serling fielded a CBS TV show called "The Twilight Zone", about the difference between real and unreal, and after examining John Uckley's work about his "Erie-isms", I thought: "If only Rod Serling was still alive, and his series was still on CBS! He might have wanted to do a scenario about the Erie. Just like Baltimore & Ohio or a Western Maryland, so the Erie ran through small villages and wide-places-in-the-road, during Autumn, when Mother Nature painted the East in lovely colors, her features defy description!"

Question: What makes you think of the Erie? The Erie of 15 years ago that comes to my mind was lovely Alco PA1 cabs in green and grey (with yellow wings that complemented the Alco cabs' shapely figure) or dark red and grey, being put in the freight pool. The other image of the Erie is big EMD SD45s on a freight out of Scranton, Pennsylvania, via the Delaware Water Gap. Good-bye, Erie, I miss you!

Steve Copley
Newton, Ala.

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The Northeast Railroad Scene, Vol. 3: The Reading Co. by Bob Pennisi, published by Railroad Avenue Enterprises, P.O. Box 114, Flanders, NJ 07836. 66 pages, 11″ x 8½″ in horizontal format, soft cover, $5.00.

The state of Pennsylvania was the main hangout of the Reading System which hauled its commuters around Philadelphia and its coal from the anthracite region northwest of the city of Reading. In recent years, the coal fields fell into disuse and railroad mergers caused changes in traffic patterns, bypassing the Reading. Now the Reading is one of the constituent parts of Conrail, but its activities in approximately the last twenty years before Conrail are photographically recorded in Bob Pennisi's new book.

The photography is very good in this book—clear and sharp with much variety and imagination. Shots on the front and back covers are in color, the rest are black and white. There is very little text in this book, essentially just the photo captions are provided to carry the story. This is not a historical book; there are no rosters or other tables of facts. There is a system map and a diagram showing the routes of the symbol freights. Essentially this is a photo album of the Reading and much credit is due for the excellent selection of interesting photos. EGS

Roaring U50s . . . Union Pacific's Twin Diesels by Rev. Harold Keekley, published by George R. Cockle and Associates, P.O. Box 1224, Downtown Station, Omaha, NE 68101. 82 pages, 8½″ x 11″, soft cover, $9.95 postpaid.

Long western grades have created the need and Union Pacific provided the desire to have the biggest, heaviest locomotives. This UP tradition started in the steam era with the Challengers and Big Boys and continued with diesels.

Roaring U50s is a complete documentation of the 23 U50Ds and the 40 U50Cs, the distinctive big diesels that UP first received in 1963. Many of the 145 photos are three-quarter views, but there is some relief with cab shots and other detail views and novel angles. It does tell the story if the U50 or Union Pacific is your interest and the fourteen color photos give this soft-cover book a certain quality appearance.

Also included are rosters, diagrams, other collected U50 facts and a small amount of text. EGS

American Short Line Railway Guide, by Edward A. Lewis, published by The Baggage Car, P.O. Box 733, Morrisville, VT 05661. 136 pages, 8½″ x 11″, softcover.

The second time around on any kind of guide is usually an improvement and it seems to be the case with this one. Errors have been corrected, rosters added and facts updated. Short lines are the place to find individualists, both in men and equipment, and this book locates all the short lines in the U.S.

Organized by the states, it identifies each as either line haul, designated operator or switching and terminal. Most of the railroads are specified with rail size, annual tonnage, route miles and special features. Most include a locomotive roster and many are illustrated with a photo.

This is a good book for browsing or to carry with you as you travel around the country so don't miss any short lines in your area. EW

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ON THE RAILS

By Ed Stauss

The gas crunch has had a positive impact on **Amtrak ticket sales.** Many trains are nearly full and services along the west coast between Seattle and Los Angeles are sold out days in advance. Amtrak's toll-free nationwide reservation system is handling three to four times as many calls as a year ago and many callers aren't even able to get through.

Most dramatic has been the rise in the California super-crunch area where many drivers refused to wait for up to three hours for gas, parked their cars and swamped all local transit systems. Amtrak's Los Angeles-San Diego "San Diegans," one of the better performers even before the crunch, are trying to cope with World War II-type crowds.

The six daily "San Diegans" in each direction are all unreserved and are packing in riders even after all the seats are taken. Some have departed Los Angeles with as many as 100 standees. Extra Amfleet cars have been brought from the east to add to the trains, some of which are operating as two sections one hour apart. Certain weekend trains are carrying as many as 1,600 passengers. Plans are in work to add a regular seventh daily on the route.

* * *

The **Northeast Corridor** upgrade project, underway for two years to raise top speeds to 120 miles per hour and extend the electrified section, has run into financial overruns and schedule delays. Under consideration now is extension of the completion from 1981 to 1984 and increasing the funding from 1.75 to 2.4 billion dollars.

* * *

Sierra Railroad's occasional triple-headers, led by 4-4-0 No. 8, are a thrilling sight that reminds many of us why we are rail fans. Approaching Quinn Tank, the trio belches dark smoke on an uphill climb in an event sponsored by the Whistle Stop of Pasadena in March, 1979.

* * *

Mo-Pac is hauling Kansas and Colorado grain to the Port of Galveston using four expedited unit trains totalling 303 covered hopper cars. Six to seven days are required for each unit train to complete a round trip.

* * *

Another Penn Central cast-off is coming back as an independent road. This time it's a 12-mile route in Maryland, now known as the **Maryland Midland Railroad.** Three men have been waiting since 1972 for the opportunity which finally came in 1978. With several industries, three owners and three employees, the reborn road may do very well.

* * *

The Port of **Churchill** in Manitoba is accessible by land only via boat over the Hudson Bay or via rail from Winnipeg. The rail link was built for exporting Canadian grain through the Hudson Bay. The Midwestern Rail Association is arranging a fiftieth anniversary special excursion to Churchill in August, 1979 over the rail line laid on permafrost. For information, contact Gordon Pruden, 188 Queenston Street, Winnipeg, Manitoba R3N OW7, Canada.

* * *

Missouri-Pacific has a special 22-axle flatcar designed to carry nuclear reactors. The car is equipped with hydraulic gear which can raise or lower the cargo 12 inches and shift the load left or right 14 inches for easing past tight clearances.

* * *

Union Pacific was not very happy about the train watcher's delight it created this past winter. On January 22, 12 miles southeast of Laramie, a derailment of 42 cars and resulting fire blocked traffic for 56 hours, the longest derailment tie-up in UP's history. During that time 49 westbound and 55 eastbound trains were held up. The first five hours after reopening, 38 trains moved past the site. That was about one train every seven minutes for five hours. At that rate, most train watchers would probably run out of film in the first hour.

* * *

Amtrak is installing brushless car washing systems at Chicago and Washington. High pressure water with detergent is sprayed at the cars, actually doing a better job than a brush system and without the danger of scratching or wearing the car skin or the polycarbonate windows.

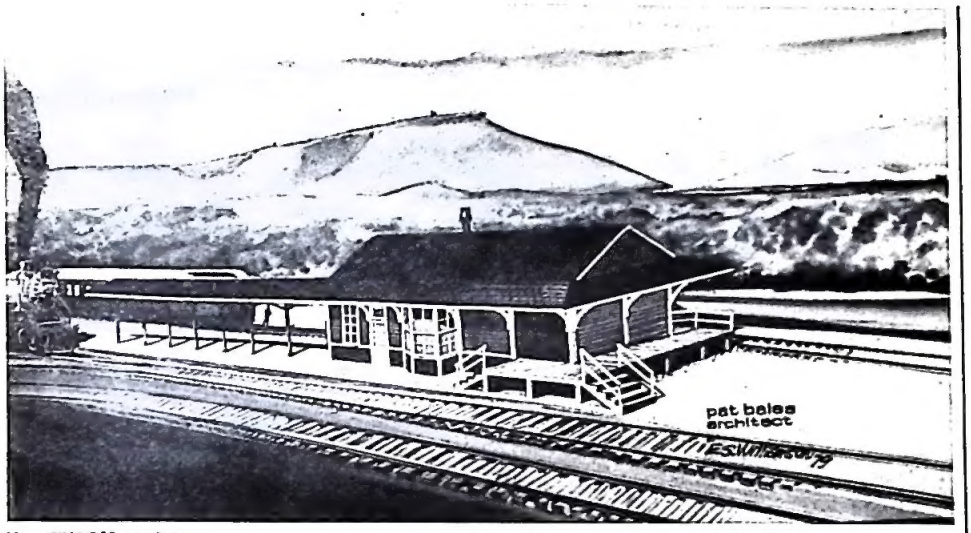
* * *

Mainline steam returns to Wyoming and Colorado on Saturday October 13, 1979 as the Union Pacific's No. 8444 will power an excursion of streamliner equipment from Denver to Laramie via Sherman Hill and return. Adults $42, Children $33. National Railway Historical Society, Intermountain Chapter, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

* * *

As CTC spreads across the nation, many small railroad stations are becoming surplus and are being donated to museums and other groups for restoration so it's unusual when a new one has to be built. At Chattanooga, the **Tennessee Valley Railroad & Museum** is constructing a 1920's-vintage depot to house visitor facilities. Functionally all-modern including air conditioning, the station will establish its old-time authenticity with windows and ornamental millwork from the depot recently torn down at Athens, Tennessee.

Sierra Railroad triple-header. Michael A. Martin photo.



New TVR&M station.

(TVR&M, P.O. Box 5263, Chattanooga, TN 37406.)

* * *

Another **steam locomotive** coming out of retirement is ex-C&O 2716 from the riverfront display of the Kentucky Railway Museum at Louisville. Family Lines member Clinchfield will completely overhaul the 220-ton, eight-drivered loco at the Erwin, Tennessee shops for excursion service on their scenic 275-mile mainline.

* * *

The Salt River railroad bridge at Tempe, Arizona rarely is affected by flooding so a new **commuter service** has been established between Phoenix and Tempe using a diesel railcar with several trips daily.

* * *

Operators of **meter gauge** railways in the Ivory Coast, Cameroon, Congo, Zaire, Brazil, Japan and India met recently in India to discuss mutual problems and solutions. Among topics covered were the aspects of conversion to standard gauge. Meter gauge comprises about 20% of world railway miles and there is no widespread tendency to chance to standard. Attendees agreed the major need for conversion was for high speed passenger trains. Meter gauge railways were created to reduce capital costs and conversion would usually jeopardize their continued economic viability.

* * *

Conrail's new President and Chief Operating Officer is Stuart M. Reed, former Group Vice President of American Motors. Before his most recent 13 years at American Motors, Mr. Reed had experience with Cummins and Ford. This is his first railroad assignment.

Stuart M. Reed

* * *

Southern Railway has added Canadian Pacific No. 2839, a 4-6-4 Royal Hudson with 75-inch drivers, to its steam excursion fleet which will be in action all this summer through November 11 under sponsorship of various enthusiast groups.

* * *

Track maintenance on **Union Pacific** in 1979 will require a record budget of $18.9 million to relay 350 miles with new continuous welded rail, relay 70 miles of curves and other work. Rails removed by the welded rail improvements will be used to improve 175 miles of branch lines and 30 miles of yard and side tracks.

* * *

Deregulation of the railroads will make them better competitors with other forms of transportation. Proposed legislation would curb ICC regulation of freight rates, make mergers easier and set new guidelines for abandonments.

* * *

(Continued on page 80)

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ALLEGHENY

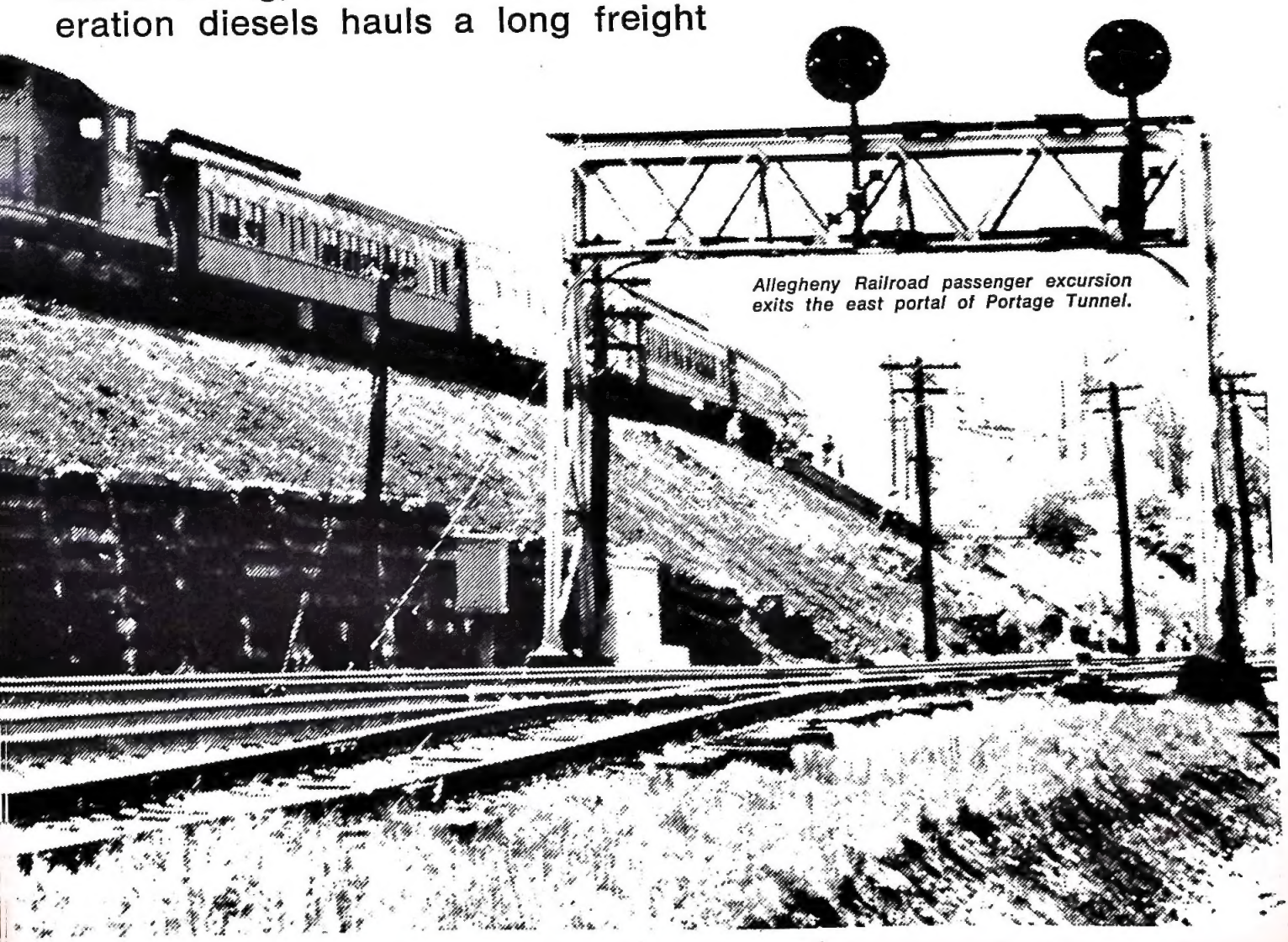
Conrail's mainline between Altoona and Johnstown, PA is a hotbed of activity.

By Bob Kaplan

Photos by the author

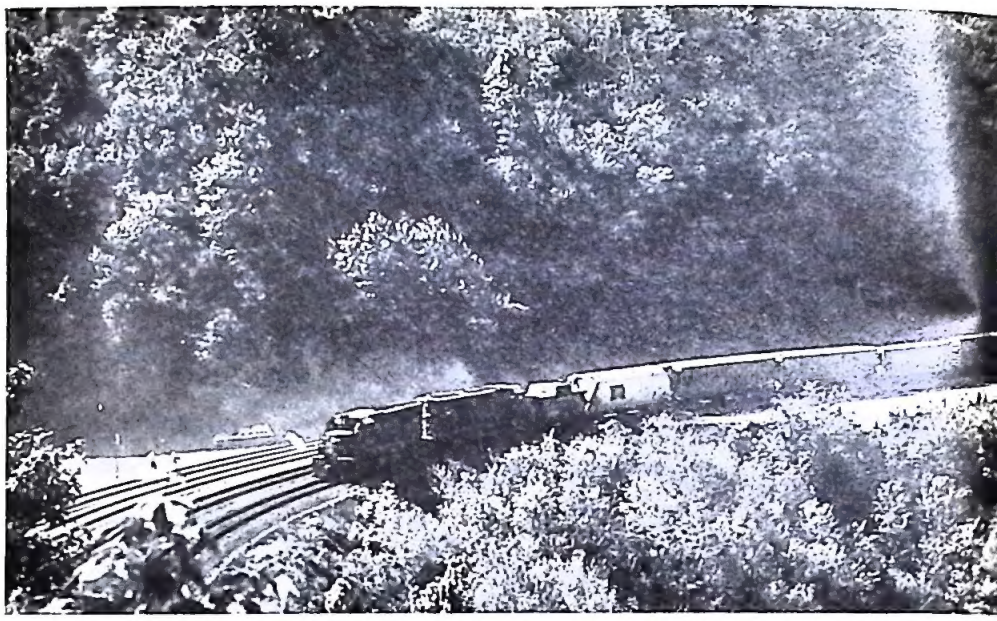
PORTAGE

They're all gone now. The passenger trains of the Blue Ribbon fleet, the K-4's, and the J-1's. Even the first generation diesels have mostly disappeared. Everything seems different. But standing near the K-4 on display at the center of the curve and listening to a growing roar from the east, it's not so different; not so much has really changed. Growling and straining, a brace of second generation diesels hauls a long freight



Allegheny Railroad passenger excursion exits the east portal of Portage Tunnel.

An eastbound freight descends the curve with helpers at the rear.



train up the 1.85% ruling grade, and around Horseshoe Curve. We are spectators at what is still one of the greatest railroad shows in the United States.

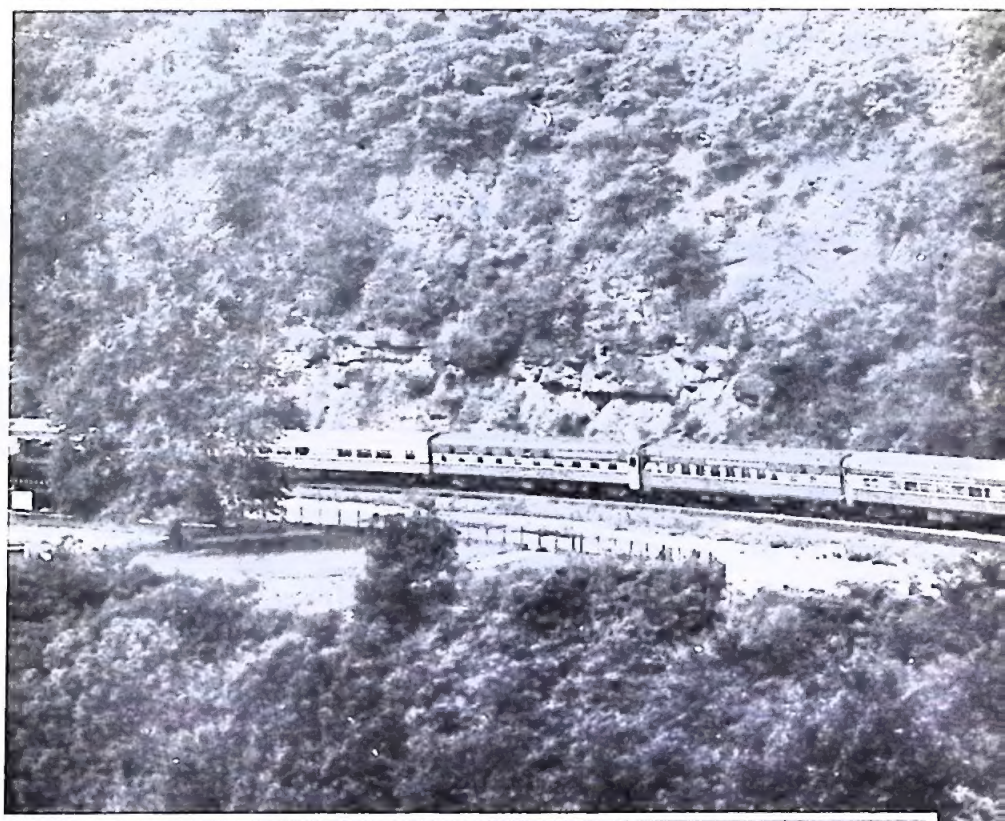
Built in 1854, Horseshoe Curve remains, 123 years later, one of the engineering wonders of the world. It was conceived to allow the then building Pennsylvania Railroad to penetrate roughly halfway through the Allegheny Mountains on an essentially water-level grade between Harrisburg and Altoona, before being forced to climb over and/or tunnel through the mountains. Without Horseshoe Curve, the climb over the mountains west of Altoona would have required a grade too steep to be practical, thereby placing the entire route in jeopardy.

While Horseshoe Curve gets the glory, the entire railroad from Altoona to Johnstown, Pennsylvania, presents a scenic stage for fascinating operations. So let's explore the only four track mountain main line in the country, one which can still carry as many as fifty trains during daylight hours.

Perhaps a good place to start an exploration of this 36 mile stretch of railroad is at the observation area in the center of the curve. Here, one can watch the mineral drags, preference freights and piggyback trains fight upgrade to Galitzin, or descend towards Altoona leaning on their dynamic brakes. Everyone of these trains has a symbol, even lowly coal drags and shop trains. More than 40 scheduled freights operate over this line in a 24 hour period.

Besides the regularly scheduled freights, one can expect ten to twenty unscheduled trains, such as coal, ore and grain extras, and, of course, drags of empty coal and grain hoppers. Westbound traffic throughout the day is slightly heavier than eastbound traffic, which is due in part to a series of four to six piggyback and mail trains which ascend past the curve in the late morning and early afternoon. Piggyback traffic fluctuates from day to day, with Sunday and Monday being slower than other days.

Before each westbound freight rolls into view at Horseshoe Curve,



A piggyback swings around Horseshoe Curve, with an ex-Reading GP30 tucked in behind two CR diesels.

A freight passes the cut at Benny Interlocking.

one can usually identify the type of units making up the power. Usually the wide open roar of 567 and 645 series prime movers from EMD pervades the valley, but above the roar, the beat of a U-boat or the throatier sound of an Alco can occasionally be heard. The power is almost totally second generation, and is about evenly split between four and six axle units. Presently, about half of Conrail's diesel fleet is in the blue paint scheme, and solid blue lashups are fairly common. Former Penn Central black units are also common, and ex-Erie Lackawanna, Lehigh Valley, and Reading units still in their former owners paint show up occasionally.

Conrails new SD40-2's are frequent visitors, due to the fact that Conrail frequently assigns solid sets of four to six of the new units to mail trains 8, 9, 10, and 11, which are the hottest trains on this part of the railroad.

The ghost of the Blue Ribbon fleet lives on in the form of Amtrak's *National Limited* between the east coast (New York/Washington DC) and Kansas City, and the *Broadway Limited* between the east coast and Chicago.

Under Amtrak's present schedule, both westbound sections of these trains pass the curve in darkness. Eastbound, the *Broadway* is due in Altoona at 5:49 a.m., and the *National* at 7:33 a.m. These trains pass the curve about fifteen minutes earlier than their scheduled arrival at Altoona. During long summer days, the *National* can be photographed in the area, but of course the *Broadway* could only be photographed if it is late. Amtrak power of the *Broadway* has been various combinations of F40's and E units, including occasional solid sets of E's, while the *National* gets an F40.

The town of Galitzin is the summit of the main line between Altoona and Johnstown. The grades between Altoona and Galitzin range from 1.74% to 1.85%, except for a short stretch of 2.24% near Galitzin. Due to these demanding grades, most westbound trains receive helpers at Altoona for the climb to the summit. The ruling grade between Johnstown and Galitzin is a less grueling 1.25%, and thus only the heavier preference freights and mineral drags get helpers for the eastbound climb.

Eight sets of helpers are based at a medium size engine facility in Cresson, three miles west of the Galitzin summit. From Cresson, the helpers descend light to either Johns-

Signal towers offer a lot of photographic possibilities along the four track main.

town or Altoona to get onto their trains. During steam and first generation diesel days, helpers were also based at Altoona and at the Conemaugh yards in Johnstown. With the coming of second generation, higher horsepower diesels, the Pennsy chose to consolidate most helper operations in Cresson. As a sideline, in the old Pennsy days, helper crews from each of the three helper bases had distinctive labels. Altoona crews were called Razorbacks, Cresson crews were Snakes, and Conemaug crews were Yellowbellies.

Eastbound trains which are to receive helpers will frequently stop just west of C Tower in Johnstown, while the helpers back down to SG Tower on the west side of town, and then crossover to run up to the rear of the train. Or, an eastbound can stop east of Johnstown, in which case the helpers will crossover at C tower to get onto the rear end. In Altoona, westbound trains have their helpers put on at Antis Tower on the east end of Altoona, or at Alto Tower, at the west end of the Altoona yards.

Helper assignments are determined by train tonnage and the road power assigned. Container, trailer, and mail trains frequently run without helpers — they are usually assigned enough power up front to climb to Galitzin unassisted at 20 to 30 mph, and then run like the wind on the downgrade and level stretches. Currently, helpers are six axle EMD's (SD35's, SD40's and SD45's) which operate in paired sets, but, of course, this was not always so. Pennsy's first F3's were low-geared, extra heavy units designed to replace the 2-8-0's and 2-10-0's used as helpers during steam days. Other notable diesels which served as helpers include Baldwin Centipedes, Alco RSD-15's (nicknamed dragon-ladies) and six-axle Alco Centuries. The Centipedes were originally purchased as 6000 horsepower passenger diesels. After being bumped from passenger service, the big Baldwins were regeared, derated to 5000 horsepower, and assigned to Cresson and Conemaugh.

West bound helpers cut off from their trains just west of the Galitzin tunnels. They then are turned on a loop track, and pull up to AR Tower,

Steam Tours ex-Reading 4-8-4 and Cuyohoga Valley ex-GTW 2-8-2 work an excursion around Horseshoe Curve.

A westbound coal drag at Cassandra leaves a trail of brake smoke.

where they enter the eastbound main to drift downhill to Altoona for their next assignment. Eastbound helpers usually remain attached to their trains until they reach the bottom of the grade at Alto Tower, where they are cut off. Eastbound helpers used to be cut off at AR Tower, however, a derailment which involved a helper set caused the current practice to be adopted.

Alto Tower, milepost 236.3, is located in downtown Altoona, at the west end of the yard and station area. Alto also controls most of the trackage in the Altoona area, including Slope interlocking, a mile to the west, and two interlockings in the Altoona yards, Rose and Works. Slope had a tower of its own until the early 1960's, when control of the interlocking was given to Alto. Today a nondescript relay box with a green and white "Slope" sign stands where an elegant, classic Pennsy bay-window tower once stood. Control of Works and Rose interlockings went to Alto about three years ago.

The Altoona yards are now used primarily for storage and for crew changes, as classification work for most trains is done at Enola (Harrisburg) or Conway (near Pittsburg). The expansive Juniata locomotive shops on the east side of Altoona are among Conrails most important engine shops facilities. Nearby are long lines of old locomotives due for rebuilding, or more often, cannibalizing and scrapping.

Moving west from Alto, the tracks hug a rugged mountainside as they climb towards the Horseshoe. The curve itself provided a convenient way for the tracks to get from one side of the valley to another, with part of the curve being a large fill across the valley. After rounding the Curve, the tracks continue to climb along the mountainside, with numerous cuts and fills.

The next working tower is MG Tower, (234.3) which controls a series of crossovers about two miles above the Horseshoe. MG is open only on weekdays, to route trains around track gangs. At Benny interlocking (246.4), controlled from AR Tower, there is another series of crossovers, and west of Benny the

First generation power makes a rare appearance on Horseshoe Curve.

east and westbound mains separate. At Galitzin, the westbound mains pass through the twin 5595 foot long Allegheny tunnel. Actually, the inside bore is signalled for operation in both directions. The eastbound main goes to single track to pass through Portage tunnel, 1629 feet long, and slightly higher in elevation than Allegheny tunnel. Downgrade speed from the tunnels to Altoona is held to 30 mph on the inside tracks, and 25 on the outside tracks.

Just east of the tunnels, the New Portage secondary joins the main line. This line winds down the mountains into Hollidaysburg, where Conrails' main car shops are located. Two shop trains in each direction normally use this line daily, which is also occasionally used as a bypass when the main line is blocked. This line traverses the Muleshoe, a single track curve similar in shape to its more famous four track cousin a few valleys to the northeast.

AR Tower (248.4), alongside the eastbound mains on the west side of Galitzin, presides over the loop track and crossovers between the mains at the west end of the tunnels, as well as Benny, and the junction of the New Portage secondary. The actual summit of the line is near the junction of east and westbound mains west of the tunnels.

The next tower is MO at Cresson (250.5), which controls access to the Cresson engine facility, and the junction of two secondary branches. A "jumpover" bridge at Cresson allows trains off the branch to Ebensburg to get onto the eastbound mains without fouling westbound traffic. Between Cresson and South Fork, the topography is less rugged, and downgrade trains reach up to sixty mph on numerous straightaways. There are many cuts and fills, but nothing as substantial as east of Cresson.

Near South Fork, the mountains become more rugged, and the rails begin to follow the valley of the Conemaugh River. Located near SO Tower at South Fork, is a set of crossovers on the main line, as well as the junction of the South Fork secondary branch with the mainline at a wye. Just east of South Fork, near the new Route 219 overpass, the remains of a Pennsy "flying junction" can be seen from Route 53. About a mile to the west, a track came off the westbound outside main, and gradually rose in elevation on an embankment. This track then crossed over the four main tracks on an overhead truss bridge. West of the bridge the track gradually dropped back down to the level of the main line. This trackage enabled westbound trains from Altoona to get onto the South Fork branch without fouling the eastbound mains. The bridge has been gone for years, but the embankments and abutments to the bridge remain.

West of South Fork, the rails follow the deep, rugged valley of the Conemaugh River to Johnstown. The next operator is at C Tower on the east side of Johnstown (273.2). This tower controls a series of crossovers on the main line, and entrance into the Conemaugh yards. Here Conrail interchanges with the Conemaugh & Black Lick Railroad, which serves the Johnstown works of Bethlehem Steel. On the west side of Johnstown, at SG Tower, (277.3), are another group of crossovers on the main line, and another interchange with the C&BL.

Although primarily a mainline, a considerable amount of traffic originates or terminates on this stretch of railroad and its branches; basically coal and steel products. Coal traffic comes in from the Cresson secondary and the South Fork secondary branches. The Cresson secondary runs west through Ebensburg and connects with the mainline again at Blairsville. Numerous branches take off from this line to serve the coal fields to the north. In addition, the Cambria and Indiana Railroad, owned by Bethlehem Steel, connects with this line at Ebensburg. The C&I serves several Bethlehem Steel mines, and is about as heavy duty a shortline as one can find. It owns about twenty EMD switchers, painted black and yellow, or maroon and yellow. A small yard just west of the wye and engine facility at Cresson is used to hold empty and loaded cars for the Cresson secondary.

The South Fork secondary serves coal mines in the Windber and Central City areas. A yard and engine facility are located just south of the wye at South Fork, and crews working the South Fork Secondary work out of this yard. During the July 1977 floods that ravaged the area, the South Fork yard was partly submerged, and five locomotives were heavily damaged by the raging waters. Much of the branch was washed out by the same flood, and it was closed for several months afterward while the Army Corp of Engineers rebuilt the stream and river banks in the area.

Bethlehem Steel Corporation's large works in Johnstown receive coal, iron ore, and limestone, and ship finished steel products. This traffic is shared with the Baltimore & Ohio, which enters Johnstown over a branch off the B&O main line from Rockwood, Pa.

This train is going, not coming, as a pair of helpers work preference freight CC-7.

PHOTO OPPORTUNITIES

The tremendous variety of traffic, scenery, motive power, and operations of this section of railroad provides railfans with plenty of interesting photo opportunities. Let's take a look at what can be done by a fan willing to do some exploring, starting at Johnstown.

The best known location in Johnstown is the cement arch bridge just west of downtown, which crosses the Conemaugh River. This bridge withstood the flood of 1889 — in fact, the bridge became a dam, as a huge pile of debris accumulated against the arches. It also withstood the floods of July 1977, during which it was almost totally submerged. Several overhead bridges cross the tracks in the Conemaugh-Franklin area, with the Bethlehem Steel plant in the background. We should note that the Franklin area and parts of the Conemaugh yards were also flooded out in July, so the scenes may have changed from their previous appearance.

East of Franklin, the tracks enter the deep valley of the Conemaugh River, while the roads take to the hills. There are many interesting scenes from the main road just above Conemaugh. From this point, the tracks are not accessible by a car until Mineral Point, where there is a road underpass. While access to the line between Johnstown and South Fork is limited, photography is very productive for the fan willing to do some hiking in this area.

At South Fork, the line becomes easily accessible by car again as it emerges from the valley. Two over-

head bridges provide good photo locations, one just east of the wye, and the other being the freeway (Route 219) bridge a mile east of town. Also, there are some fine shots from alongside Route 53 between South Fork and Route 219. Route 53 closely follows the railroad from South Fork to Galitzin, providing easy access to many locations. A stone arch bridge two miles east of South Fork is easily shot from Route 53. There are several overhead brigdes at Portage and Lilly, and an especially interesting footbridge just west of Cassandra at the end of a large cut to the west, and a wide sweeping curve to the east. One can drive through the town of Cassandra directly to the end of this bridge. The main line and engine facilities in Cresson are easily reached using local streets. Route 53 bridges over the tracks between Cresson and Galitzin, providing another interesting location.

The west tunnel portals can be photographed from Galitzin streets. Access to the east portals is gained by taking the dirt road next to the railroad's wire line above the Portage tunnel. This road continues down to Benny, where there is a big cut, and a curved fill and both provide good shots. The curve at Benny, incidentally, is where the famous Red Arrow wreck of 1947 occurred.

At Horseshoe Curve, the best shots are from the hillsides at the ends of the Horseshoe. For these shots, the light is generally best in the morning. Other photographs can be obtained from Kittaning Pt., the hill directly across from the visitors area. In Altoona, there are several overhead bridges across the tracks. Alto tower provides an interesting background for photography, because it is one of the few old Pennsy towers that has not been refinished with modern type siding.

So there you have it. Fascinating, high-density mountain railroading within eight hours of New York City and three hours of Washington, D.C. and Baltimore. True, the Blue Ribbon fleet, the K-4's, and most first generation diesels are now gone, and the collossus of Conrail may not have the personality of the old Pennsy. But even so, it's still one of the greatest railroad shows on earth. Take a day or weekend trip, and enjoy it.

FREIGHTS THROUGH HORSESHOE CURVE

(as of January 15, 1979)

	SYMBOL	FREQ	FROM	TO	DIR	PASS	AT	ETA HSC
1)	MOPI	Daily	Morrisville	Conway	WBD	Altoona	11:25pm	12:10am
2)	TV-44	Daily	Columbus	Harrisburg	EBD	Conpit	10:50pm	12:45am
3)	TV-4	DESUNH	St. Louis	Meadows	EBD	Conpit	12:10am	2:05am
4)	PICA	Daily	Conway	Camden	EBD	Conpit	12:15pm	2:30am
5)	IHEN-A	Daily	Chicago	Enola	EBD	Conpit	12:15am	2:30am
6)	ENPI-C	Daily	Enola	Conway	WBD	Enola (WY)	10:30pm	3:00am
7)	BEPI	Daily	Bethlehem	Conway	WBD	Altoona	2:50am	3:35am
8)	PGPI	Daily	Philadelphia	Conway	WBD	Altoona	2:50am	3:35am
9)	ASEN	Daily	St. Louis	Enola	EBD	Conemaugh	12:55am	3:40am
10)	ENPI-3	Daily	Enola	Conway	WBD	Altoona	3:15am	4:00am
11)	PIMO	Daily	Conway	Morrisville	EBD	Conpit	3:00am	5:50am
12)	PIRU	Daily	Conway	Rutherford	EBD	Conemaugh	5:50am	7:05am
13)	TV-61	DESATSUN	Portside (CNJ)	Chicago	WBD	Banks	5:55am	8:55am
14)	SLEN	Daily	St. Louis	Enola	EBD	Conpit	7:00am	9:30am
15)	TV-3	DESUN	Meadows	St. Louis	WBD	Banks	6:30am	9:30am
16)	PFPI	DESUNH	Philadelphia	Conway	WBD	Altoona	8:50am	9:35am
17)	PIOI	Daily	Conway	Oak Island	EBD	Conpit	7:00am	9:35am
18)	OIPI	DESATH	Oak Island	Conway	WBD	Altoona	9:20am	10:05am
19)	TV-1	DEMDFH	Harrisburg	Chicago	WBD	Banks	7:30am	10:30am
20)	JCPI	DESAH	Jersey City	Conway	WBD	Altoona	9:50am	10:35am
21)	BAPI	ASREQ	Baltimore	Conway	WBD	Altoona	10:10am	10:55am
22)	TV-33	DEMDFH	Harrisburg	Columbus	WBD	Banks	8:00am	11:00am
23)	COEN	Daily	Columbus	Enola	EBD	Conpit	9:15am	11:30am
24)	TV-11	DEMDFH	Harrisburg	Chicago	WBD	Banks	9:25am	12:25pm
25)	PIEN-A	Daily	Conway	Enola	EBD	Conpit	10:00am	12:45pm
26)	IHEN-B	Daily	Chicago	Enola	EBD	Conpit	10:45am	1:00pm
27)	TV-25	Daily	Baltimore	Detroit	WBD	Altoona	1:05pm	1:35pm
28)	PINO	Daily	Conway	Northumberland	EBD	Conemaugh	1:30pm	2:15pm
29)	MAIL-11	Daily	Croxton	E. St. Louis	WBD	Altoona	2:20pm	3:15pm
30)	MAIL-9	Daily	Croxton	Chicago	WBD	Altoona	3:20pm	3:55pm
31)	PIEN-B	Daily	Conway	Enola	EBD	Conemaugh	5:00pm	6:45pm
32)	PIWA	Daily	Conway	Washington	EBD	Conpit	5:00pm	7:15pm
33)	WIPI	Daily	Wilmington	Conway	WBD	Altoona	7:00pm	7:30pm
34)	TV-26	DESUNH	Detroit	Harrisburg	EBD	Conpit	6:15pm	8:10pm
35)	MAIL-10	DEM	St. Louis	Croxton	EBD	Conpit	7:30pm	8:25pm
36)	TV-62	DESUN	Chicago	Portside (CNJ)	EBD	Conpit	6:30pm	8:25pm
37)	ENPI-A	Daily	Enola	Conway	WBD	Altoona	8:30pm	9:15pm
38)	TV-12	DESUNH	Chicago	Meadows	EBD	Conpit	5:30pm	9:25pm
39)	TV-11L	Wed	Oak Island	Chicago	WBD	Banks	7:10pm	10:10pm
40)	CAPI	Daily	Camden	Conway	WBD	Altoona	9:30pm	10:15pm
41)	PIWI	Daily	Conway	Wilmington	EBD	Conpit	8:00pm	10:30pm
42)	NOPI	Daily	Northumberland	Conway	WBD	Altoona	8:45pm	10:30pm
43)	MAIL-8	Daily	Chicago	Croxton	EBD	Conpit	10:15pm	11:10pm
44)	WWPI	DESUN	Waverly	Conway	WBD	Altoona	11:15pm	11:45pm

**Above list does not include local freights, light engine and helper moves, and Amtrak passenger trains.

NOTES

DESUN = Daily except Sunday
DESATH = Daily except Saturday and Holiday
DEMDFH = Daily except Monday and days following holidays
DESATSUN = Daily except Saturday and Sunday
ASREQ = As required

Preference freight PR-7 enters the east portal of Allegheny Tunnel.

otos from Stephen D. Maguire except as noted

LONE STAR INTERURBANS

There was a great deal of electric trackage in Texas.

By Van Wilkins

Photos of cars of the Eastern Texas Electric of good quality are hard to find. Here an old and retouched postcard shows number 3 in Port Arthur, loading a crowd to return to Beaumont.

Ask any traction buff which state west of the Mississippi had the most interurban mileage, and he would probably name California. And he would be right. The 1000-plus miles of the Pacific Electric at Los Angeles made certain of that. But ask which state came next, and he might be stumped. Perhaps he would answer, "Iowa," and he would be close. Chances are he would not think of Texas.

California according to one source had 1295 miles, and Iowa had 489, but Texas had a total of 525, although if the truth be known, a maximum of just under 485 were in operation at any one time.

Texas had lines built in the very early 1900's and one completed in 1927 — the last to be built in the country. A surprising 20 percent of Texas' mileage was put in service between 1923 and 1927. With a single exception, significant freight interchange with steam roads came late to the state, though trackage which survives today was built to handle such traffic from the start. One Texas line was acclaimed the fastest in the United States for two years, losing the title to Chicago as Samuel Insull poured money into his lines there. Another line a mere 4½ miles long was part of the Insull empire.

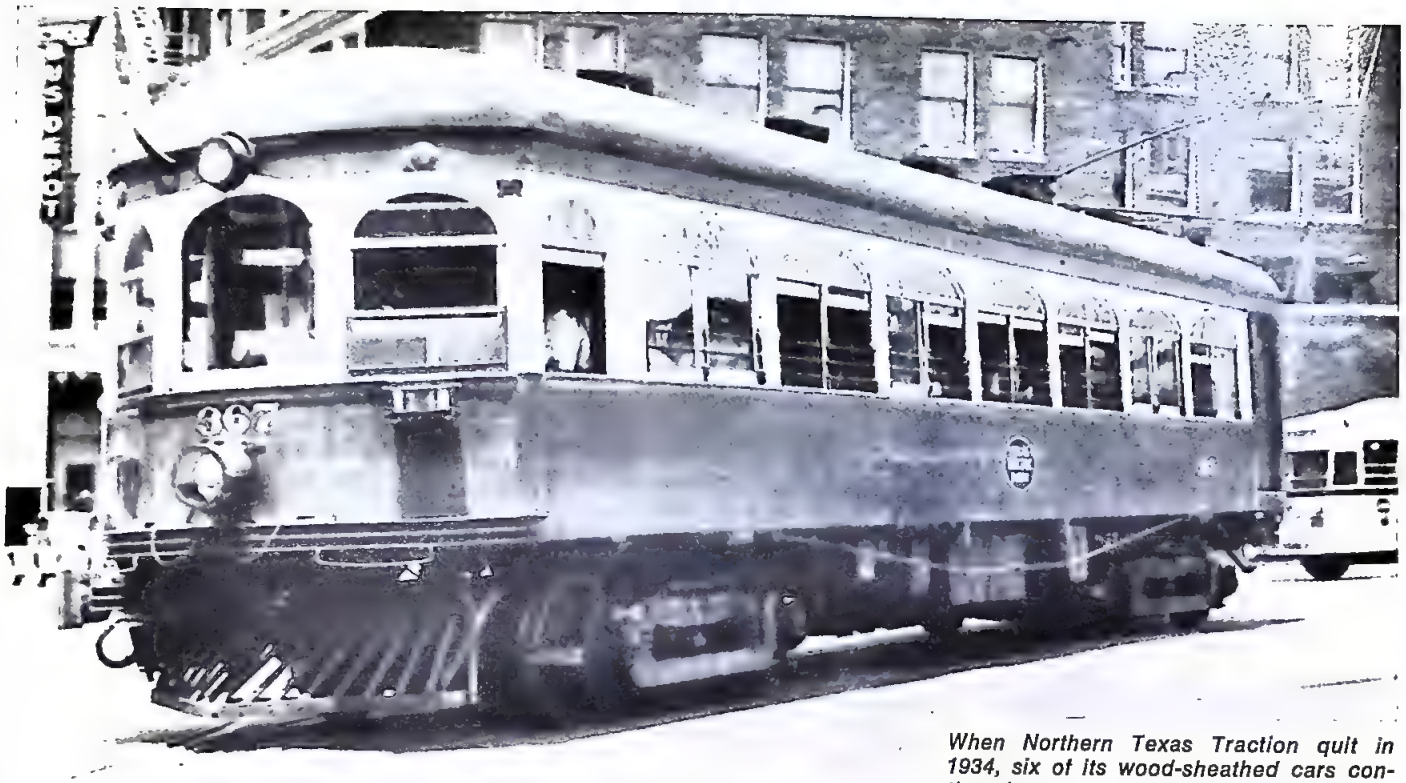
Most of Texas' trackage centered in the Dallas-Fort Worth area, and most of this was operated by a single company — the Texas Electric Railway.

The first segment of what was to become Texas Electric began operation in 1901 between the small towns of Sherman and Denison, north of Dallas. This line, the first interurban in the state, was linked with Dallas in 1908. A separate company in 1914 began service on a 97-mile line to Waco and a 52-mile route to Corsicana, both operating from Dallas. All were consolidated in 1916 under a single management to form a system of 226 miles — nearly half the trackage in the state.

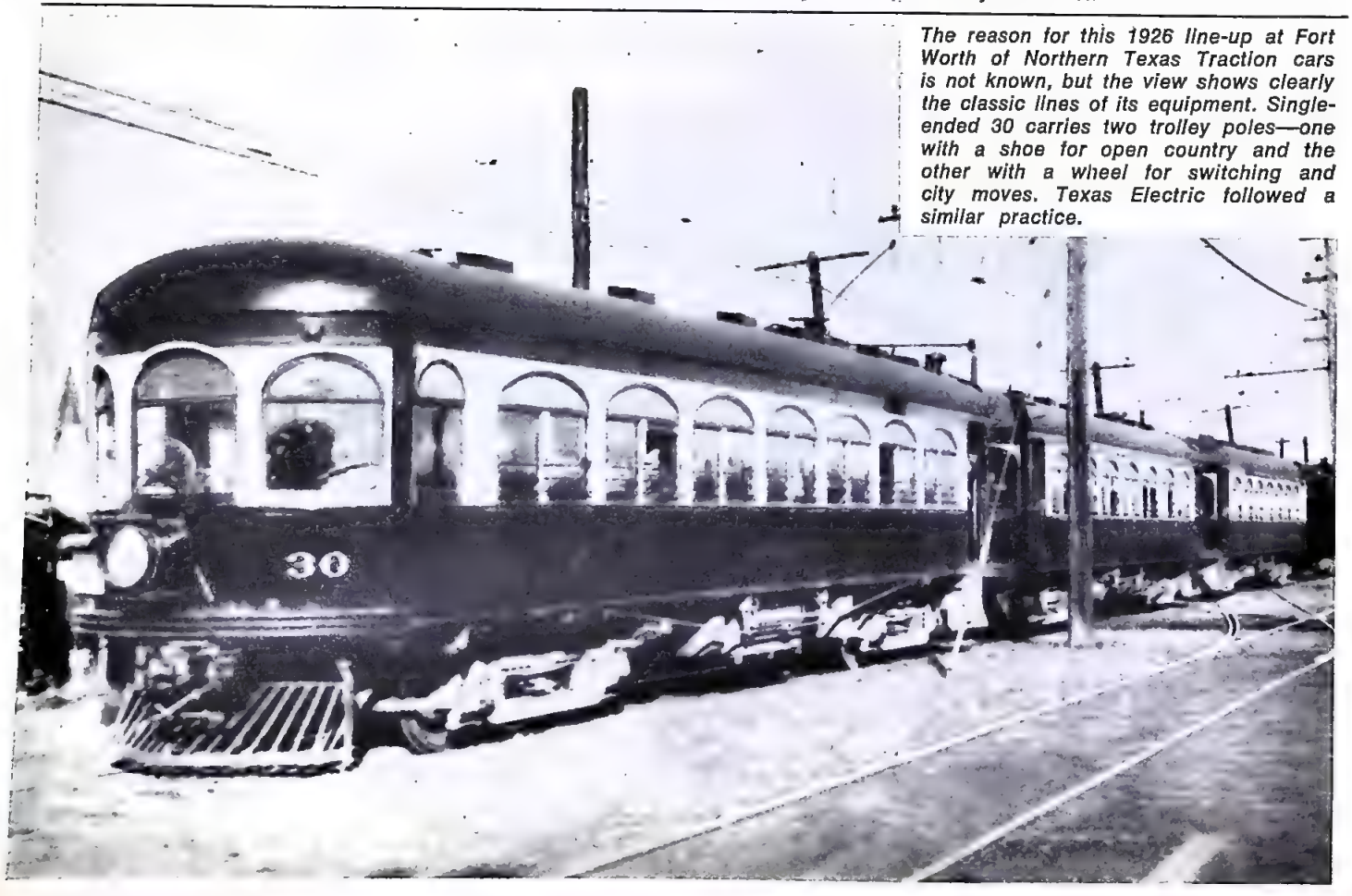
Dallas was the hub, with a seven-track interurban terminal that also served three other routes at one time. Cars left Dallas over city streets. Waco and Corsicana runs to the south crossed the Trinity River on an impressive mile-long bridge shared with the local streetcar system and the Northern Texas Traction to Fort Worth. Running time between terminals averaged perhaps 30 miles per hour start to stop, but the street running in cities and towns meant much higher speeds were needed on the well-built trackage in rural areas. Even as abandonment approached, service was hourly, with a few runs omitted in late morning and early afternoon.

Railway Post Office service was relatively rare on interurbans but TE operated an RPO route between Dallas and Denison from 1908 to 1948. This would have been the last interurban RPO in the country, except for the fact that Pacific Electric won a contract for RPO service on the San Bernardino line which lasted from 1947 to 1950. The Dallas-Denison route may well have been the longest lived of any of the interurban RPO's, however.

Equipment was impressive on the TE, consisting of large, arch roof, wood-and-steel cars which lasted the life of the line. They were capable of 60 mph speeds, and these red and cream beauties compared favorably



When Northern Texas Traction quit in 1934, six of its wood-sheathed cars continued to use the Dallas interurban terminal, but for a new owner. 367 in Texas Electric red and cream hasn't changed much from NTT days in this photo taken in the 1940's. Texas Division ERA: Rod Varney Collection



The reason for this 1926 line-up at Fort Worth of Northern Texas Traction cars is not known, but the view shows clearly the classic lines of its equipment. Single-ended 30 carries two trolley poles—one with a shoe for open country and the other with a wheel for switching and city moves. Texas Electric followed a similar practice.

with anything the Midwest had to offer. Limiteds were called "Blue Bonnets" for the state flower.

The Texas Electric was also one of the country's most successful interurbans from an economic standpoint. It managed very favorable operating ratios, covered operating costs even during the Depression, and made surprising profits in World War II. Economist George Hilton has called it one of the few interurbans which justified its investment.

Much of its success in later years was due to its ability to obtain freight traffic. More on this later.

After World War II, management read the post-war prospects correctly and abandoned service on the two remaining routes on December 31, 1948. Corsicana service had ended in 1941.

Of the other Dallas routes, one predated the Texas Electric, and two followed it by quite a few years.

Dallas and Fort Worth are only 35 miles apart and, despite civic rivalry, were logical centers to be connected by an electric railway. In 1902 the Northern Texas Traction, based in Fort Worth, opened such a line. It was built to very high standards and provided fast and frequent service between the two cities. Much of the line was double track.

Equipment was of typical heavy interurban patterns, with woodsheathed sides and leaded glass in arched windows. Roofs had a high arch, reminding one of the Illinois Terminal in its later years. Speeds were comparable to those of neighboring Texas Electric.

Service was at half-hourly intervals, with expresses alternating with locals. In the 1920's refurbished parlor cars with spittoons and wicker furniture designed to attract the business traveler were instituted. These "Crimson Limiteds" ran as two car trains non-stop at high speed between the terminal cities.

Unfortunately, and despite the spittoons, Texas businessmen preferred automobiles. The line was under the management of Stone & Webster, and the Boston firm, here as elsewhere, did not hesitate to cease operations, when continued service seemed likely to result in losses. NTT had not developed significant freight traffic, and when passenger traffic dropped in the Depression, the line was abandoned in 1934.

NTT also operated the city system in Fort Worth and the formerly independent Tarrant County Traction, which ran 31 miles from Fort Worth to Cleburne, a town of some 11,000 people to the south. This line was abandoned in 1931, but the Fort Worth city operation survived to the late 1930's.

The remaining two Dallas lines were among the last to be built in the United States and should never have been built at all. In order to secure renewal of their franchise, the Dallas Railway Co. agreed to build interurban lines to Terrell and Denton — towns of 10,000 and 7,000 respectively. These two routes were termed the Texas Interurban Railway.

The Terrell line was opened in 1923. The 33 miles were operated with five light weight American Car Co. products which resembled double truck Birneys. A year later the Denton line began service with another six virtually identical cars over 33 miles of the Missouri-Kansas-Texas Railroad especially electrified for the purpose. The route was a total of slightly more than 38 miles, counting city running in Dallas. Katy trains continued to run over the same rails and the interurbans followed steam road rules.

But the traffic wasn't there, which should have surprised no one, and service ended in 1931, writing finis to what were among the shortest lived interurbans in the country. The cars themselves, minus their oval-windowed lavatories and the extra high trolley towers needed to reach the catenary 22 feet above the MKT tracks, went into local service in Dallas and lasted into the '50's.

So much for Dallas-Fort Worth.

Big car, arch windows, and flat horizon typify the interurbans of Texas. Date of this view is unknown, but 309 is wearing the Pullman green of Texas Electric's predecessor Southern Traction Company as it makes its way from Dallas to Corsicana.

The first new cars for the Houston North Shore were named for on-line towns. The practice soon changed, and equipment was numbered in more conventional fashion and lettered for parent Missouri Pacific Lines. Collection of LeRoy O. King, Jr.

It is a grey, wintery day as Houston North Shore 520 heads for Goose Creek in December of 1946. Built in 1929, this American Car Company product will be replaced with a Mack railbus in less than two years.

The Texas Interurban Railway was built in 1923 and 1924 and ceased operations in 1932. These light weight products of American Car Company ran for another 20 years on the Dallas city system, with which the TI was affiliated.

Now we must look at Houston, with a pair of interurbans. One was recognized at one time as the fastest in the country, and the other was the last to be built in the United States.

In the early 20th Century Houston was a major oil, lumber and cotton center, and Galveston was a major port. As in Fort Worth, local systems in both cities were Stone & Webster properties, and the management firm in 1911 completed an electric line linking the two.

Gulf Coast country is flat, and the Galveston-Houston Electric Railway featured a 34-mile stretch of tangent track, virtually without grade. It is not surprising that in the mid-1920's the line was named the fastest interurban in the country, although after two years of this honor it lost it to the Insull lines at Chicago. The line was designed to provide express service between its terminals and routinely achieved 55 mph speeds in open country. Because of street running in both Houston and Galveston, a total of 75 minutes was required for the 50-mile run, however.

Equipment resembled that of the Northern Texas Traction, except for the use of a steam road roof in the classic interurban pattern. They were almost identical in appearance to cars of another Stone & Webster property, the Seattle-Everett line of Washington's Pacific Northwest Traction. These gems were later augmented with a pair of cast-offs from yet another S&W operation at El Paso and several cars from the Lackawanna & Wyoming Valley in Pennsylvania.

The line was also successful, never incurring an operating loss, even in the depths of the Depression. This was due at least in part, however, to the fact that Stone & Webster noted the declining patronage (1935 was one third of 1928) and abandoned service in 1936, rather than wait for the inevitable losses.

A short segment was operated from Houston to suburban Park Place until 1939. In that year interurbans were replaced by lightweight cars of the Houston Electric. These were the last streetcars (but not the last electrics) to run in Houston, ceasing service in 1940.

The distinction of being the last electric in the Houston area goes to the improbable Houston North Shore Railway, officially the electric division of the Beaumont, Sour Lake & Western, itself an element of the Missouri Pacific Lines. The HNS was the last interurban to be built in the

United States and was designed to provide freight and passenger service to Baytown and Goose Creek. The area was developing industrially and was not served by another railroad, and the line served its purpose well.

Service began in 1927 with a nondescript and decrepit collection of equipment from Illinois and Ohio. New cars from American Car Co. soon arrived, though at least one Barney & Smith antique dating from the last century served during World War II. The new cars were of lightweight design typical of the time, but were later modified to cover the upper portion of the end and in one or two cases the side windows. The headlight was then moved to a position above the center window in each end and a Missouri Pacific emblem placed below, an unusual arrangement which gave them a distinctive appearance.

Freight was handled by a new Baldwin-Westinghouse steeple cab and a 1903 product of the same company, which first ran in Pascagoula, Mississippi and came to the HNS by way of Illinois. In later years Missouri Pacific steam locomotives took over freight movements, though as late as 1948 the newer loco is said to have handled a train of 40 loaded tank cars from the Baytown refinery.

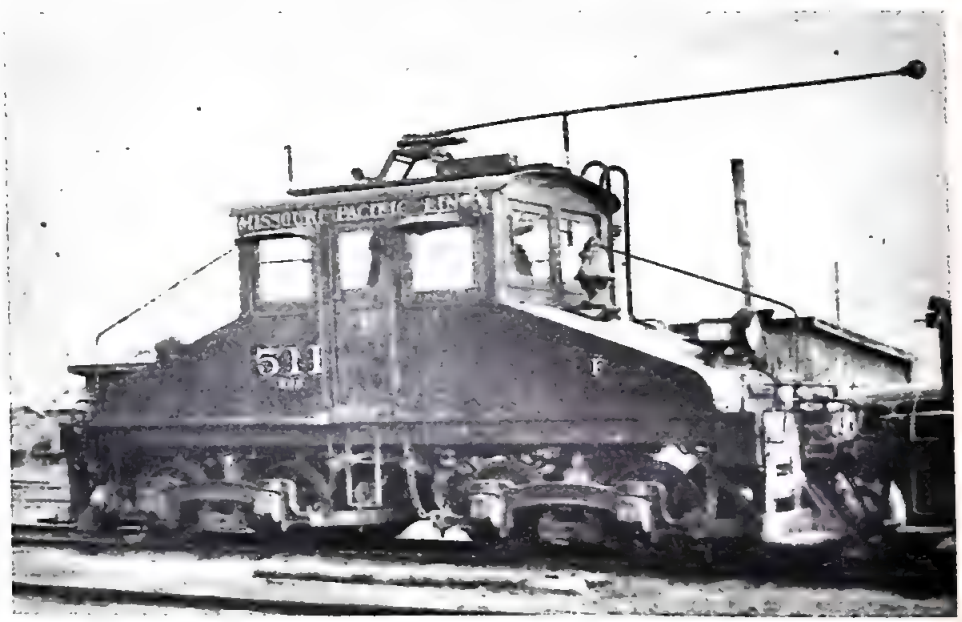
The abandonment of Houston streetcars deprived the HNS of its route to the MOPAC Houston depot. The service then terminated in north Houston, and a bus connection was provided to the station. There were experiments with Evans "Autorailers," vehicles which could operate on or off rails, and finally in 1948 the electrics were replaced with a fleet of Mack railbuses. Freight continued to move behind steam and then diesels.

Freight was important to several Lone Star electrics. Its importance to Texas Electric in its later years has been mentioned. Express and lcl had been carried from the start, but it was only on May 1, 1928 that the first car interchanged with a steam road moved out of Waco behind a TE line car. This Southern Pacific boxcar was touted as "The first car of electrically hauled freight in Texas." It led to many more cars and a stable of home-built locomotives, but it wasn't the first car to move by electricity in the state.

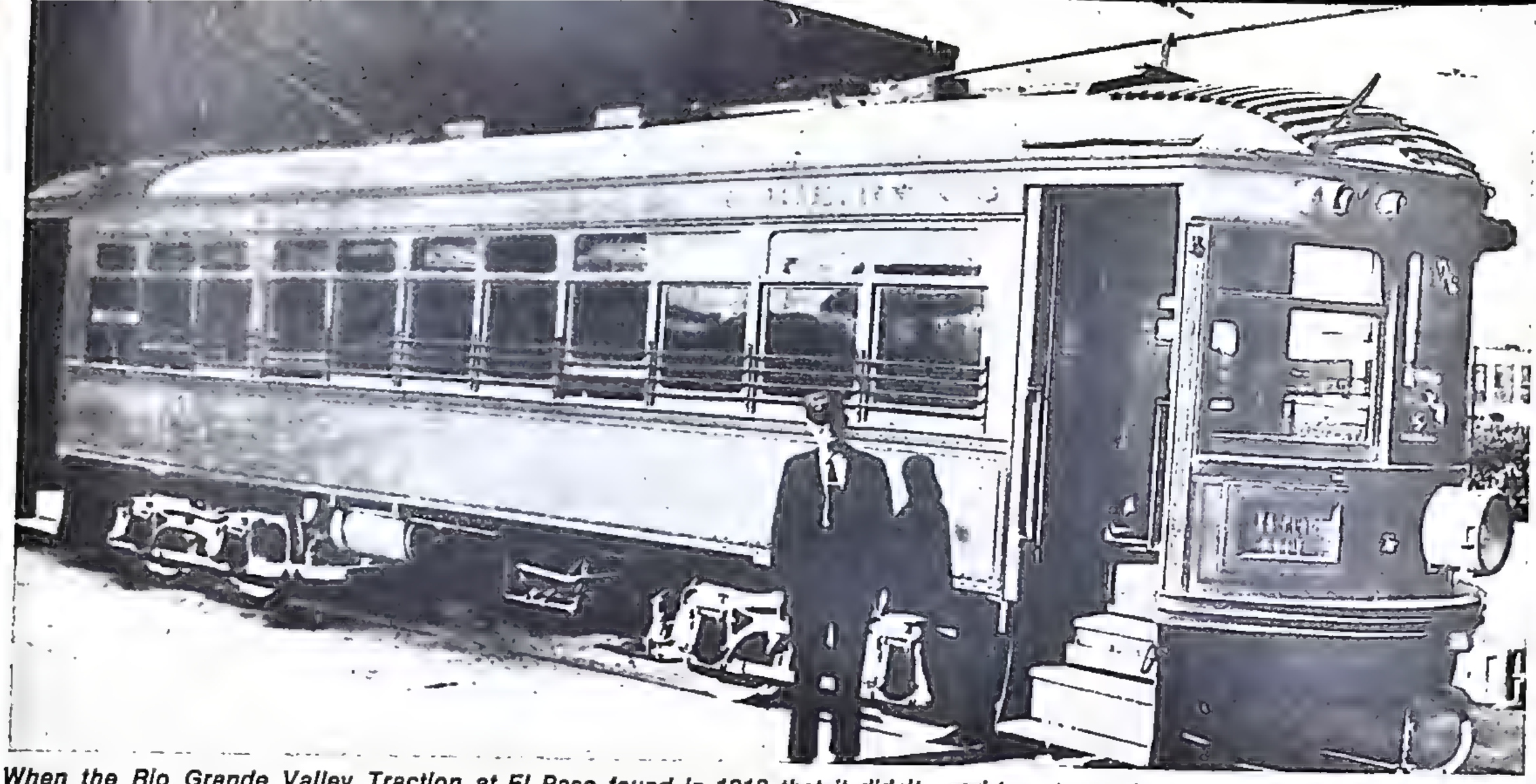
This honor fell to a two-mile freight-only line electrified in 1898 and connecting a pair of San Antonio breweries with the Southern Pacific. Because of a franchise quirk requir-

In west Texas was the 4.5 mile Roby and Northern, which used this former gas-electric from Tennessee to haul freight cars from its connection with the Katy. When number 6 required repairs a Birney trolley from Abilene substituted. Service ceased in 1941.

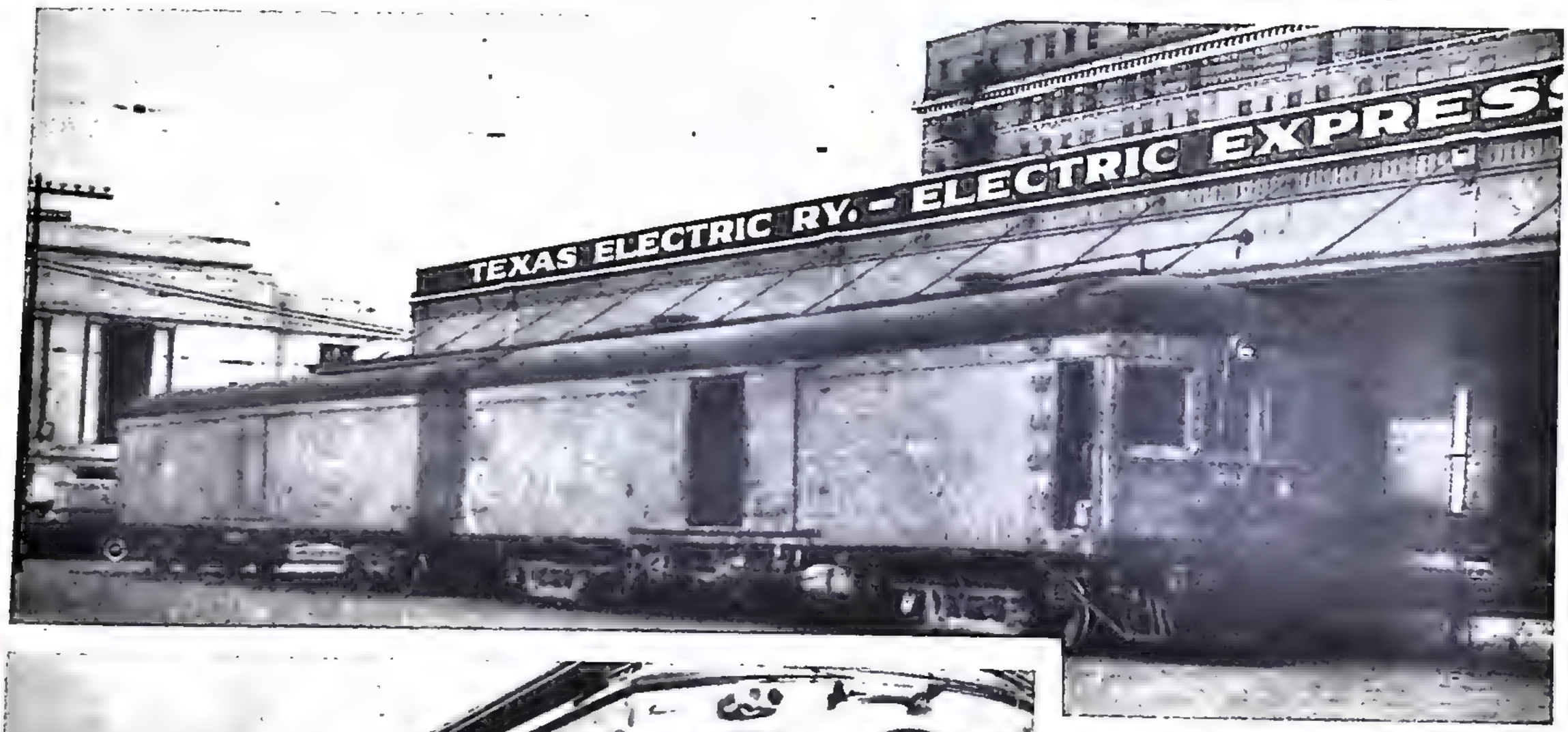
A pair of Houston North Shore light weights lay over at Goose Creek, the outer end of the line. Patrons going the 34 miles to Houston will have to change to a bus at the city's outskirts, since entry over the local streetcar line was lost before World War II. Texas Division ERA: LeRoy O. King, Jr. Collection



In 1903 Baldwin-Westinghouse turned out this freight motor for service in Pascagoula, Mississippi. It came to the Houston North Shore from another Missouri Pacific subsidiary in Illinois. In later years steam and diesels handled freight on the HNS. Texas Division ERA: LeRoy O. King, Jr. Collection



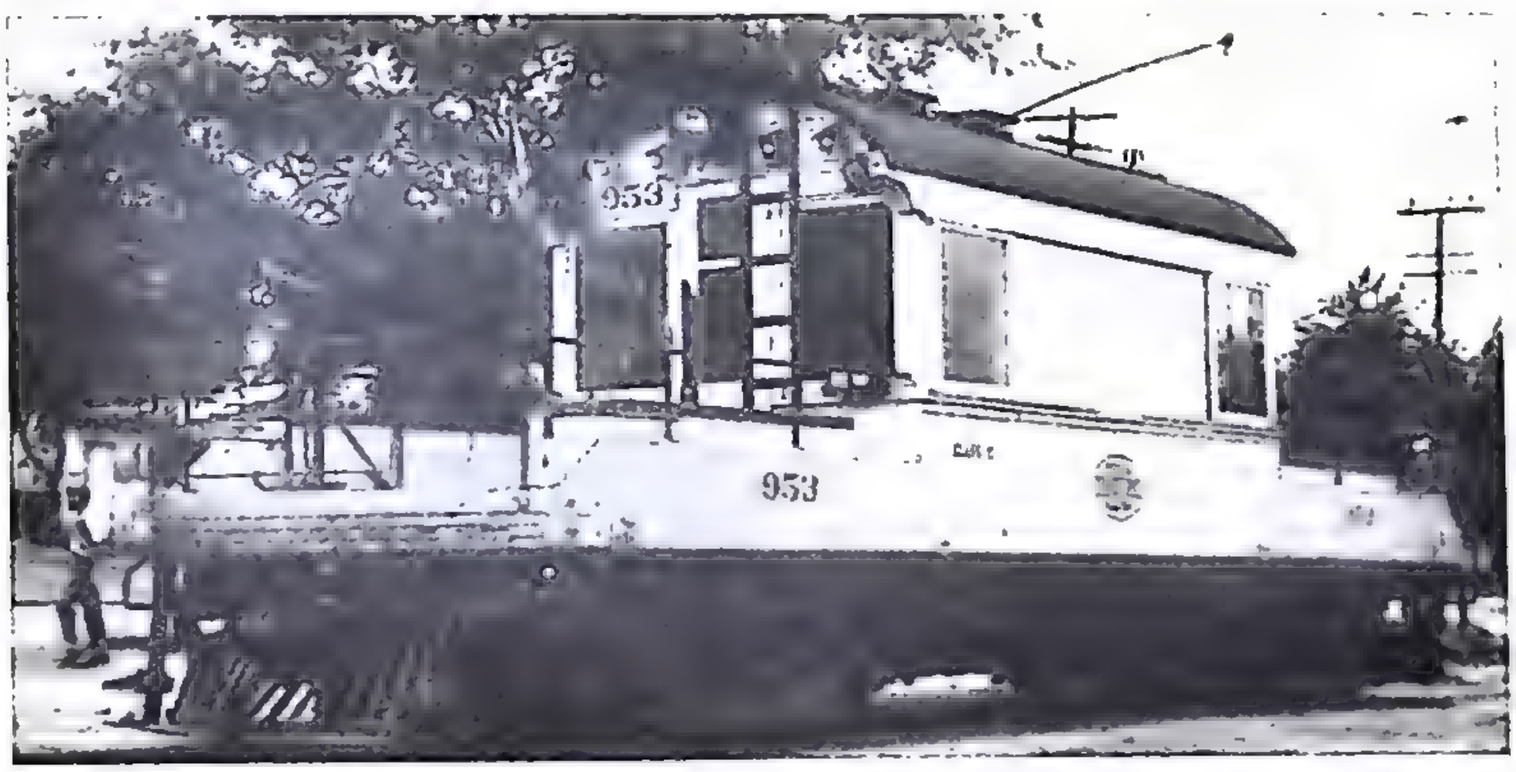
When the Rio Grande Valley Traction at El Paso found in 1918 that it didn't need four heavy interurbans, two of the 1913 St. Louis Car products were shipped to the Galveston-Houston, where they held down the suburban run to Park Place until local abandonments freed more modern cars for the service in 1939. Collection of LeRoy O. King, Jr.



Express and LCL were important to TE, and heavy motors such as 507 moved it even before interchange with steam roads was arranged in 1928. Some express trailers were converted from passenger cars; others were built for the purpose.

Sides a gleaming blue, a Galveston-Houston interurban blocks traffic as it loads in the middle of a Houston street. After the doors close it will be in Galveston in 75 minutes. Collection of LeRoy O. King, Jr.

Texas Electric bought four steel interurbans from St. Louis Car Company in 1921. Twenty-seven years later 326 nears Waco as TE approaches the end of operation.



Texas Electric began to interchange with steam roads in 1928. and when it found the business profitable ran up a series of steeple cab locomotives from findings in the company shops. 953 was scrapped when TE ceased operations, but two other home-built locos survive—one in San Antonio and one in Iowa.

ing electric operation, the Texas Transportation Co. still moves the ingredients of Pearl Beer with one of the home-built TE locos and a Baldwin-Westinghouse product which originally hauled coal in West Virginia. TTC, now down to 1.1 miles, is clearly not an interurban, but it certainly holds the title to which TE laid claim.

The Houston North Shore was completed in 1927 and was built with freight interchange in mind. It, too, almost certainly beat the Texas Electric in handling cars from steam roads.

And there was yet a third electric which also preceded TE. In 1923 the West Texas Utilities Company, a component of the Insull properties, took over and electrified the Roby & Northern, a nearly extinct short line connecting the county seat of Fisher County in west Texas with the Katy's Rotan branch 4.5 miles to the north. At one point during World War I the line is said to have been reduced to operating with a team of mules, but the utility company rescued it, and until 1941 the R&N moved cotton out of Roby and coal and merchandise into it, along with an occasional passenger. It is even recorded that on one occasion a bona fide Pullman car actually traversed the 60 lb. rails.

Motive power was unusual. An ex-Nashville, Chattanooga & St. Louis gas-electric car was rebuilt at Memphis, apparently almost as a do-it-yourself project by a Roby citizen who scoured the southeastern United States for parts. The result was an electric car capable of hauling freight cars and even the Pullman received from the MKT in interchange. As back up there was a single truck Birney trolley from Abilene, converted to a double truck combine, and a saddletank steam engine which hauled no trains, but seems to have been kept on the property for the purpose of proving once a year that it could pass an ICC boiler inspection.

In any event it seems obvious that the Texas Electric, despite its other virtues, had a press agent in 1928 who didn't allow himself to be hampered by facts.

Freight traffic is also said to have been important to the Eastern Texas Electric Company, a Stone & Webster operation connecting Beaumont and Port Arthur in east Texas. This 20-mile route lasted from 1913 to 1935, operating heavy arch roof cars on a line built almost entirely on private right of way. Efforts to convert the line to a freight feeder for steam roads, thus prolonging its life, were unsuccessful, however, so when suburban passenger traffic declined operations ceased. City service in Beaumont and Port Arthur continued for several more years.

There was still another Stone & Webster interurban at the opposite end of the state. The Rio Grande Valley Traction; an element of the local lines in El Paso, reached southeastward to Ysleta with what was essentially a suburban service. Plans called for extension to Clint and Fabens, 20 miles, and according to some sources this service was operated from 1913 to 1918. The line was not successful and was gradually cut back to El Paso.

Equipment consisted of four substantial cars and a single freight motor, products of St. Louis Car Co. in 1913. Two of the cars and the motor were shifted to the Galveston-Houston, when it became obvious that they were not needed on the RGV. In Houston they held down the suburban passenger service to Park Place, and were among the last G-H cars to operate. Single truck Birney cars took over in El Paso.

There were two other lines in

(Continued on page 80)

RAILROAD OASIS ON HWY 401

Chatham, Ontario, Canada provides a break for the train loving traveler.

Photos by the author

By John Uckley

Would you like to discover a railfan's paradise while cruising along the endless ribbons of asphalt that make up Highway 401 in the Canadian Province of Ontario? Have the long hours of motonous expressway driving depleted your sensibilities, made your eyes heavy, slowed down your reflexes and stiffened your joints?

What you require is some food and rest for the body and some railroad sights and sounds to invigorate your soul. Chatham, Ontario, a convivial city of 40,000 people, is the oasis at which you should halt your caravan for a few hours or a couple of days.

There are two exits from 401 that will take you to the city limits of Chatham, the highway 40 exit and the Bloomfield Road exit. Chatham is 180 miles west of Toronto, and 51 miles east of Windsor. There are several first-class restaurants and fine motels located in town and, perhaps most importantly, the natives are friendly.

Several major railroad companies, both American and Canadian, run trains through the city limits. Among the busiest is the Canadian National Railway, with its associate VIA system passenger trains and the Nor-

The triple headlights of a CP Rail freight pierce the gloom, as the train approaches an elevated crossing guard's shanty.

folk & Western freight trains that utilize trackage rights over the CNR in Southern Ontario.

One of the fine locations for viewing CNR activity is at the old grey brick Canadian National passenger depot located on Queen Street in Chatham. This rambling structure, built by the Grand Trunk in the 1870's, is still heavily patronized by the train-riding public of Chatham, Wallaceburg, Blenheim, Dresden and other small towns in the area. Parking facilities at the depot are ample.

VIA currently operates ten passenger trains daily, five in each direction, between Windsor, Chatham, London, Hamilton and Toronto. These trains are a curious mixture of VIA blue and yellow rolling stock and more traditional CNR black and cream colors.

FPA4's, FP9's and RS-18's pull most of the passenger trains. It is still possible to witness some A-B-A lash-ups on the VIA trains. Widenose GP-40's are very typical motive power on Canadian National freight trains. The average is two CNR freight trains a day, with very little CNR freight traffic on Sunday.

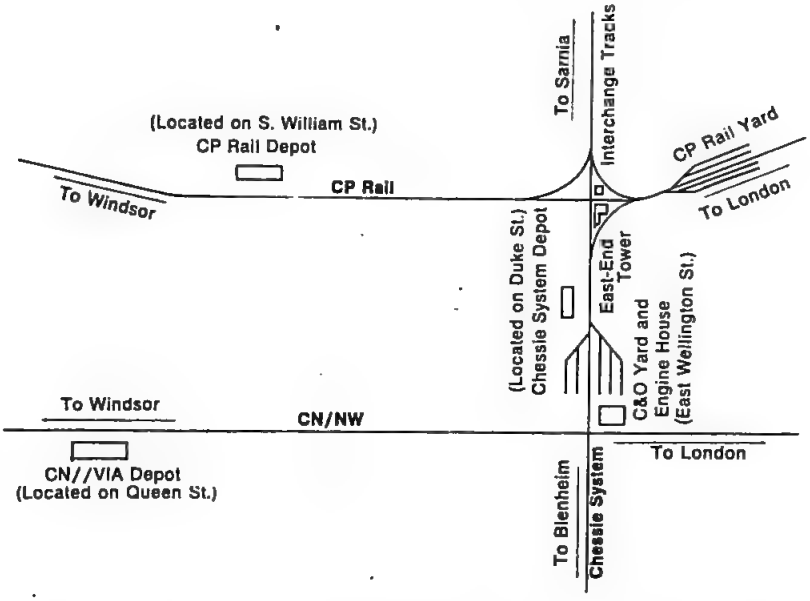
Norfolk & Western usually rolls past the Chatham CNR/VIA depot with a pair of freight trains every day. N&W F7 No. 3725, the last N&W covered wagon, still prowls the Canadian rails between Fort Erie and Windsor. GP-9's, GP-30's and GP-35's plus an occasional General Electric U30B also rumble through Chatham on Norfolk & Western freight trains.

Mornings are very good for photographing passenger and freight trains on CNR at Chatham. Late afternoon or early evening will also bear some fruit for the railfan.

The CN/Chessie System diamonds, which are a half mile east of the CNR/VIA passenger depot, are also a fine location for action photography. This area can be reached by driving along Park Street (which eventually becomes Highway 40 leading back to 401). The diamonds are fifty feet north of the main road.

While the railfan is photographing trains at the CN/Chessie System diamonds, it is also possible to walk (carefully!) across the CNR main line to the C&O engine terminal which reposes on the north side of the tracks. This area can also be reached by driving one's automobile up East Wellington Street, which dead-

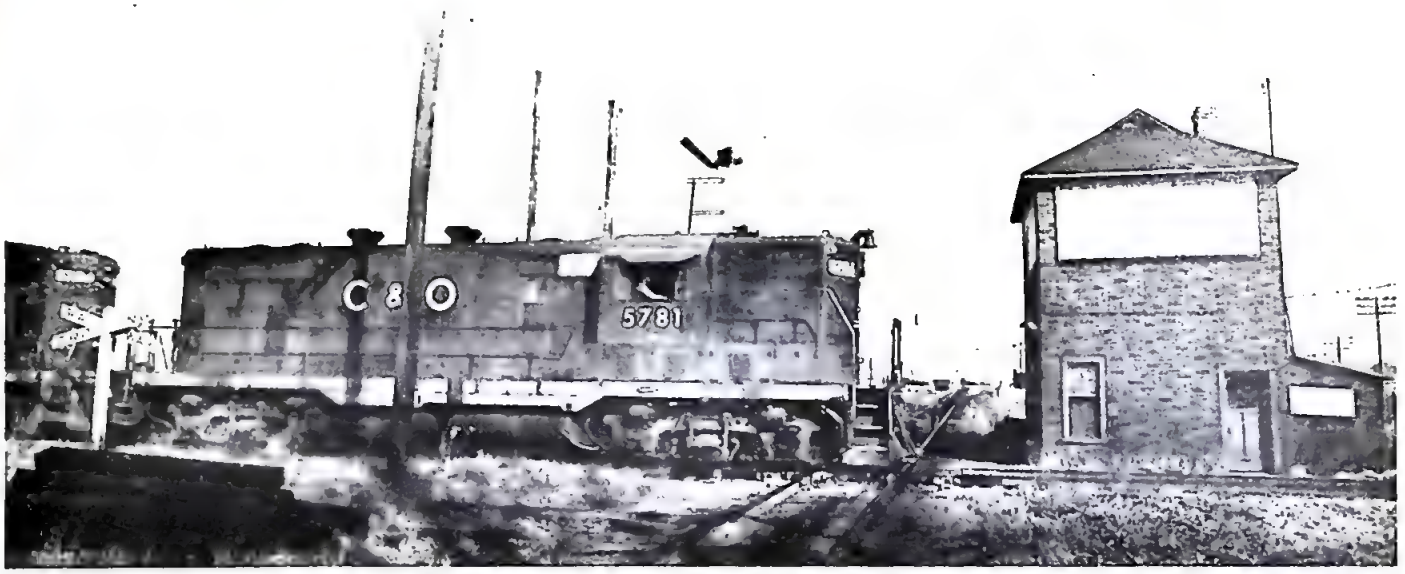
RAILROAD FACILITIES AT CHATHAM, ONTARIO



Norfolk & Western's last remaining F-7 trundles past the VIA passenger depot at Chatham.

It has been a long day and now a melancholy dusk settles over the Chessie System depot at Chatham.

Eastbound CP Rail freight train, 904, rumbles past East-End Tower.



Elderly C&O GP-7s are the order of the day for all switching duties and road freight assignments at Chatham, such as #5781 at East-End Tower.

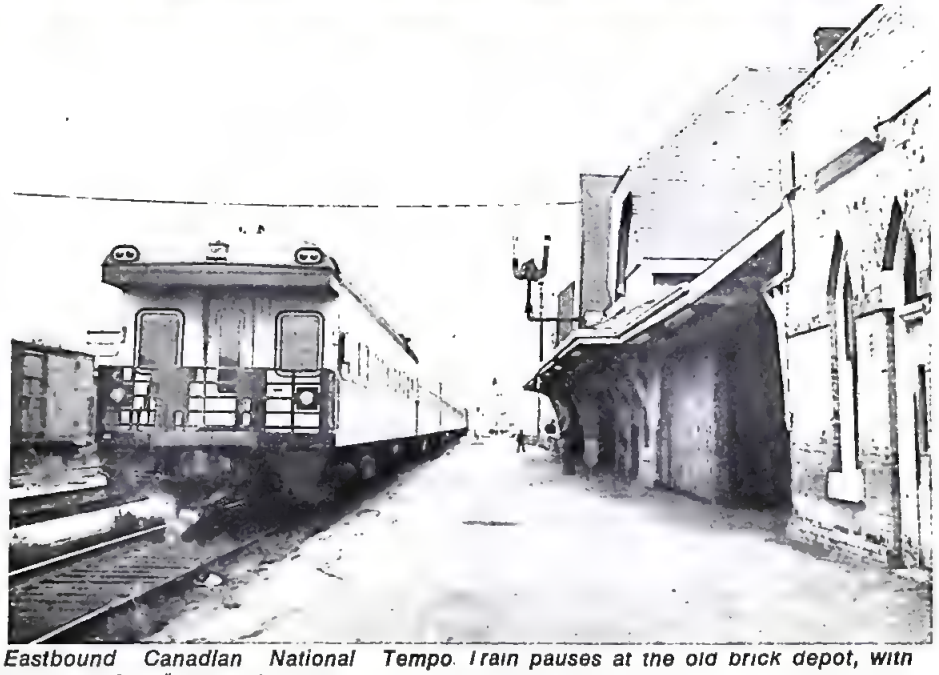
ends at the Chesapeake & Ohio yard.

The Chessie System operations at Chatham are more in the nature of branch line ramblings. The well-maintained single track line that stretches 53.34 miles north from Chatham to Sarnia, Ontario (on Lake Huron and the St. Clair River), and south 11.05 miles to Blenheim (where it joins the C&O line running between Windsor and St. Thomas) is a study in unhurried efficiency.

The Chesapeake & Ohio engine terminal consists of a four-stall wood-frame engine house, fueling facilities, a sanding tower and various yard trackage. GP-7's currently hold sway on freight trains running from Sarnia to Chatham. They also perform switching and interchange duties (with CP Rail) at Chatham.

About a quarter of a mile north of the yard, just across the McGregor's Creek railroad trestle, stands the sturdy red brick depot serving Chessie System at Chatham. The depot is located on the northwest corner of Colborne and Duke Streets. A full-time agent is on duty at the depot.

Moving northward from the depot, we come to the abandoned hulk of East-End Tower, situated at the end of Murray Street. The Chessie System branch line crosses the CP Rail main line that extends between Windsor, Chatham, London and Toronto. East-End Tower was closed several years ago and a concrete block



Eastbound Canadian National Tempo train pauses at the old brick depot, with Business Car #99 on the rear.

A large crowd of passengers awaits the arrival of VIA train No. 78.

An excellent spot for visiting photographers is the CP passenger depot. An operator is still stationed there but most of the structure is vacant.

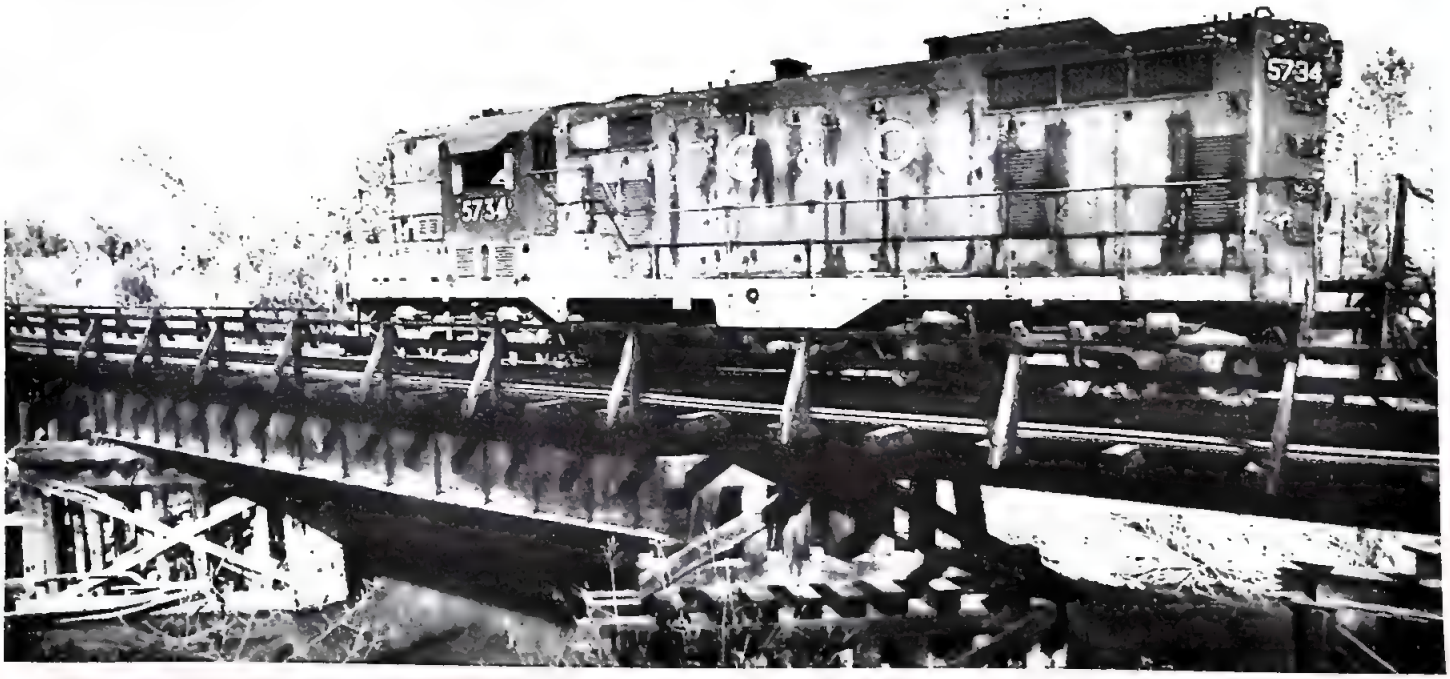
building was constructed just across the tracks from the old tower to house the CP Rail operator.

East-End Tower is a delightful location to photograph freight train activity at Chatham. Chessie System trains are fairly predictable. The first boat train from Sarnia arrives in Chatham between 9:00 and 10.00 a.m. in the morning and pauses in the city for about an hour. Chessie System operates ferry service across the St. Clair River between Port Huron, Michigan, and Sarnia, Ontario. A substantial amount of freight cars are transferred between the two points; plus, Chessie conducts extensive freight car interchange with Canadian National at Sarnia.

Later in the day, the Chatham-based C&O local interchanges freight cars with CP Rail at the small CP yard just east of the old tower. This action can be expected to take place between 11:30 a.m. and 12:30 p.m. The second train from Sarnia arrives in Chatham around 8:00 p.m. in the evening. Chessie System locals also run from Chatham to Blenheim, where they connect with the Windsor-St. Thomas main line. This action takes place at odd hours and can be difficult to predict.

CP Rail freight train operations are certainly photogenic in the city of Chatham. There are anywhere from six to ten regularly scheduled freights, plus extras, running past East-End Tower. The operator hands up train orders for all eastbound freight trains. Sundays are usually rather slow on CP Rail with a mere three or four trains during the daylight hours.

Another stimulating location for



The Chessie System boat train crosses the bridge over McGregor's Creek with GP-7 5734 on the point.

The C&O yard consists of a four-stall engine house, a sanding tower and fueling facilities. There is usually a GP-7 or two waiting between assignments.

The CN/Chessie diamonds located just off Park Street is an excellent location for viewing VIA passenger runs and CN freights.

The Norfolk & Western operates over Canadian Pacific trackage, including the McGregor's Creek Bridge.

observing CP Rail activity is at the architecturally-satisfying depot situated on William Street in downtown Chatham. This structure is constructed of brick with beautiful and lavish use of cut-stone accents around all windows and doors. The depot was closed to the general public after passenger train operations ceased in 1972. CP Rail still utilizes a small portion of the building for its telecommunications system. The rest of the depot is vacant. The old, elevated railroad crossing guard shanty on William Street South stands adjacent to the depot and should not be overlooked.

While in this area, railfans should seek out the old-fashioned "wig-wag" street-crossing protection signals that still see duty on several busy streets in Chatham. One set of these signals can be found on West Wellington Street. Another set can be located at the busy intersection of Adelaide and King Streets. Both spots are within easy walking distance of the depot.

Wig-wags are getting hard to find, but quite a few are still in use on the CP Rail line through Chatham.

These electrically-activated "Stop, Look and Listen" signals are becoming very rare throughout North America. Just wait in the area for a CP Rail freight train to come rumbling by and then enjoy yourself as the arthritic mechanical "lollipop" sways back and forth, with a blinking and winking red light right in the middle of the metal target. An all-day sucker, enjoyed and savored in your youth, was never as delightful.

CP Rail motive power passing through Chatham can be MLW RS-10s, RS-18's, C-424's, M-630's, M-636's, M-640's,, GMD SD-40's, and the rather infrequent F7 covered wagon. Once in a great while it is still possible to view an RS-18 in the original (and quite dirty) Canadian Pacific diesel locomotive paint scheme on the Windsor subdivision of CP Rail.

On Saturdays, a lucky fan may witness several of the GO (Government of Ontario) green and white F40PH diesels powering a westbound freight train between Toronto, London, Chatham and Windsor. The units are immediately serviced at Windsor yard and sent out on the next CP Rail freight eastbound. So, if you arrive in Chatham early enough in the day, you could photograph the GO diesels at two different locations in the city. GO Transit operates only a few passenger shuttles in Toronto and suburbs on Saturday and Sunday. This means that some of the GO diesels are free to dabble in CP Rail freight service for a few hours.

Railfans and/or interurban fans visiting Chatham should plan to stop at the Chatham-Kent Museum at 59 William Street North and ask to be taken down to the basement display area to view the magnificent diorama which depicts the Chatham, Wallaceburg and Lake Erie Electric Railway operations in downtown Chatham. The museum personnel are extremely helpful and ready to answer any questions concerning area railroad and interurban operations.

WHAT'S HAPPENING

RAIL CLASSICS will pay $5.00 for each photo used in What's Happening. News photos of all types are welcome, both black & white prints and color transparencies. A self-addressed, stamped envelope is required for return of unused material. Send to WHAT'S HAPPENING, Rail Classics, 7950 Deering Ave., Canoga Park, CA 91304.

CAR INFORMATION NEEDED

In January, 1898, Pullman Company built the Libertas, one of four identical luxurious Six Compartment Observation Lounge cars for assignment to the new Pennsylvania Limited. In May, 1975 Bangor & Aroostook Railroad retired old X254, an obsolete workmen's bunk car. Is there any significance in these two events? Yes, for both Libertas and X254 are one and the same car.

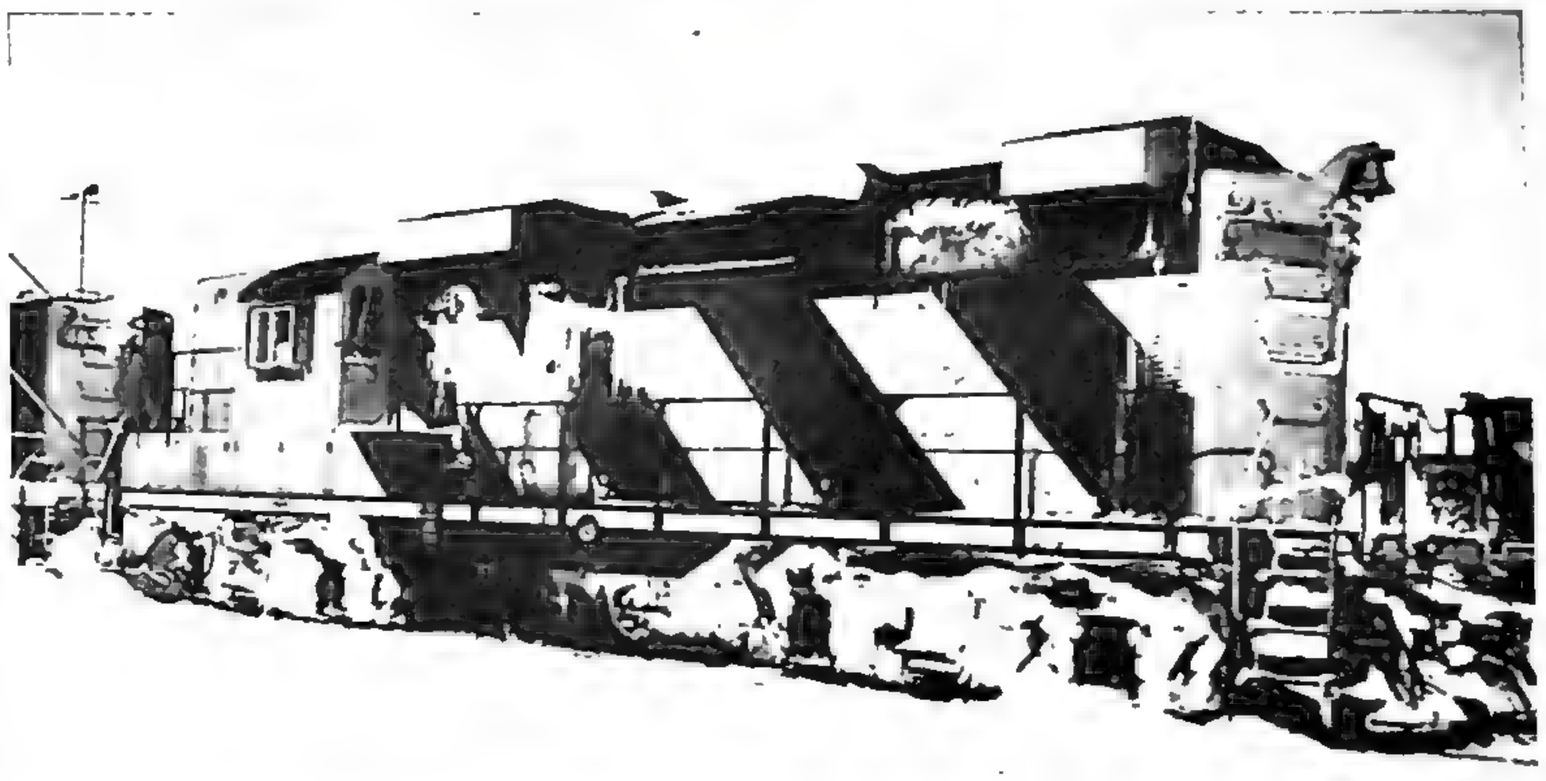
In November, 1922 the Bangor & Aroostock Railroad purchased old Libertas / Marysville for $22,136.56. The car no longer had six sleeping compartments, as the B&AR carried the car on their books as a "Cafe-Parlor Car" from the outset of their ownership. B&AR numbered their acquisition No. 197, and named it "Aroostook". In 1938 B&AR 197 was retired from revenue passenger service, re-numbered to X254, and converted to a cook-diner car for maintenance of way crews. A later change saw the car become a rolling bunk car for work crews.

In 1975 Bangor & Aroostook finally retired X254, and it was purchased by Dwight Smith, President and Manager of Conway Scenic Railroad. The car was moved on its own wheels from northern Maine to a siding behind the roundhouse at North Conway, N.H., where it now reposes in a tranquil scene.

Pullman "Libertas," alias "Marysville," alias BAR 197 "Aroostook," alias BAR X254.

Owner Dwight Smith is seeking photographs, first person recollections, memorabilia, and other data pertaining to this historic car and its three sister cars. Does anyone out there have a picture of "Aroostook", "Marysville", or "Libertas"? Public timetables and promotional pieces on the trains that carried these cars are sought, also. If you can help, please contact Dwight Smith at P.O. Box 947, North Conway, N.H. 03860 or call him at 603-356-3416.

Bringing a touch of history back to their rails, the Maine Central has repainted GP-7 #572 in her original maroon and yellow livery. Seen at the Waterville, Maine shops, the locomotive was originally delivered to the MEC in these colors back in September of 1950. The idea for the colors came from the 470 Railroad Club of Portland, Maine. Ronald N. Johnson



The Canadian National has special problems with their severe winters, and so special solutions are being tried. Applied to six GP-9s and two F-7s, the modifications consist of simple devices to protect the engine's cooling vents, including hanging burlap drapes inside the vents, installing large metal hoods over the cooling fans and welding plates over the traction motors. If the experiment proves to be beneficial, it could be expanded throughout the CNR's system and prevent engine shortages during the winter months. GP-9 Brian C. Nickle; *F-7* Gordon R. Taylor

Ballast "Beast"—one of CP Rail's ballast machines, known technically as an undercutting ballast cleaning machine, is shown operating in Western Canada during the railway's annual maintenance program. CP Rail expects to spend approximately $191 million for construction of new track, equipment and shop facilities across Canada in 1979. CP Rail

To accompany their new EMD F40PHs, the Massachusetts Bay Transportation Authority has taken delivery of two types of FP10 cab units, rebuilt by the ICG's Paducah Shops from ex-GM&O F units. #1150 is seen at Boston's South Station awaiting an afternoon assignment. The loco has a steam boiler, while another group of FP10s have electrical head-end power. Ronald N. Johnson

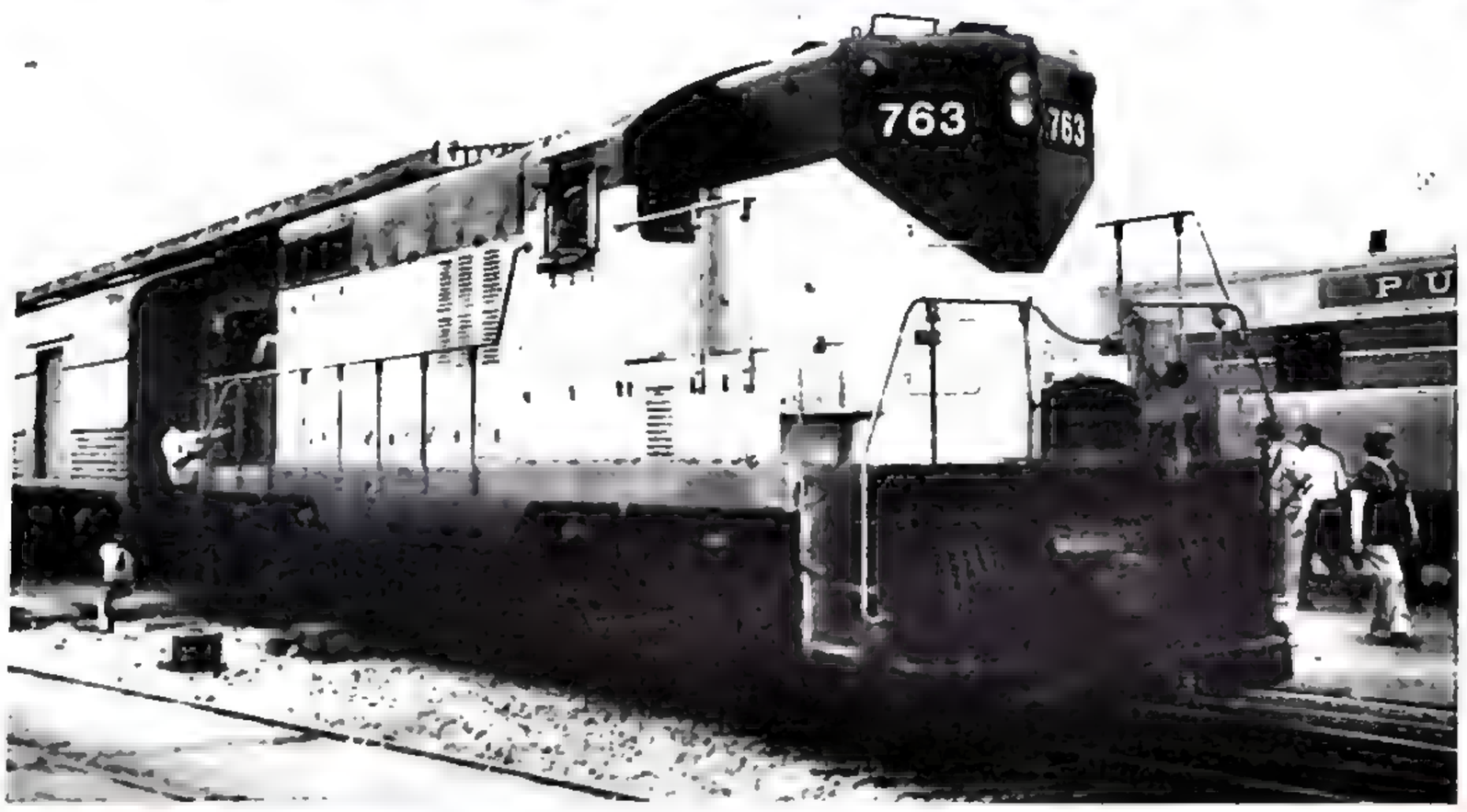
A derailment of the Milwaukee Road on March 22 idled the Tacoma Municipal Belt Line for a day. Taking advantage of the lull in business, the Belt Line people lined up all their newly painted motive power for some photographs: four Alcos and an EMD switcher. Albert Farrow

Western Pacific is applying a new paint scheme to some of their locomotives, including GP40 #3544, seen at Stockton, California. They are dark green with a bright orange nose for better visibility. The units are receiving the new paint jobs "prior" to entering the shop for complete overhauls, a strange method to say the least. Dan Gibbs

A modified paint scheme has shown up on Amtrak's F40 #300. A white band has been applied between the red and blue on the sides, and the front has an off center "Amtrak" with a white border that overlaps the strips. Looks good! Locomotive seen on the northbound "Silver Meteor" at Wildwood, Florida on May 6th. Robert F. Ritterhoff

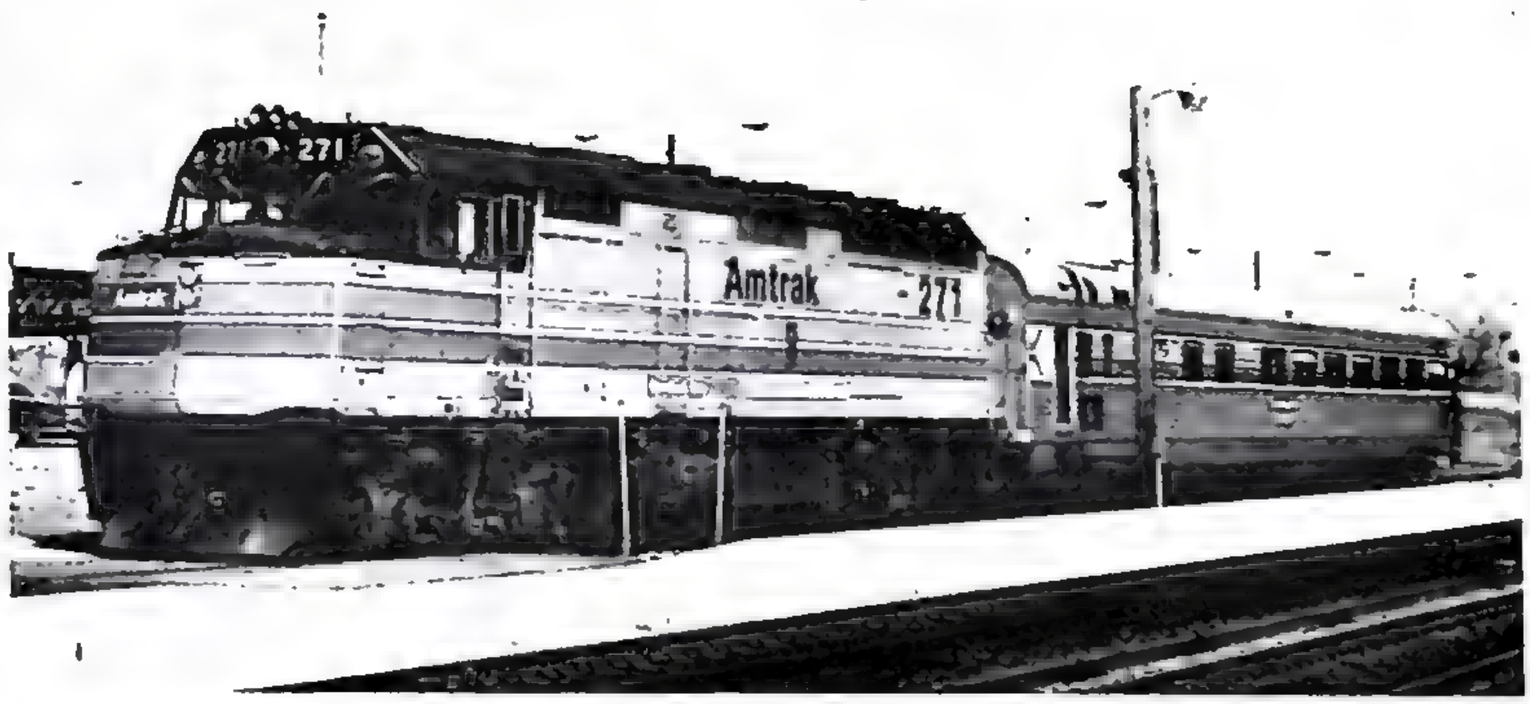
Ex-Canadian Pacific Royal Hudson #2839, owned by the Royal Hudson Locomotive Company, Ltd., has been leased to the Southern Railway, and will join the rest of the SR steam fleet in passenger excursions. The locomotive is seen at Gretna, Virginia heading towards Atlanta. In service, the locomotive will be lettered for the Southern Railway, rather than CP. Michael Eagleson

One of Conrail's rather rare E100 electrics, formerly of the Niagara Junction Rwy, graces the shops at Collinwood for wheel turning. After being reworked, the locomotive returned to Niagara Falls, New York to resume duty. Frank S. Novak



Amtrak has a pair of GP9s, formerly the property of the Union Pacific, at work in Los Angeles. Painted black and silver with no Amtrak markings, the two locomotives are used to move cars from the Eighth Street car yards to Los Angeles Union Passenger Terminal. Denis Dunning

Deserving of some kind of prize for neglect is Seaboard Coast Line's #556, the ex-Durham & Southern bicentennial locomotive. Spotted spliced between two yellow and black SCL units at Wildwood, Florida, even the SCL lettering is hard to read and the D&S lettering is showing through, while the rest of the paint is faded or completely gone in areas. Robert F. Ritterhoff

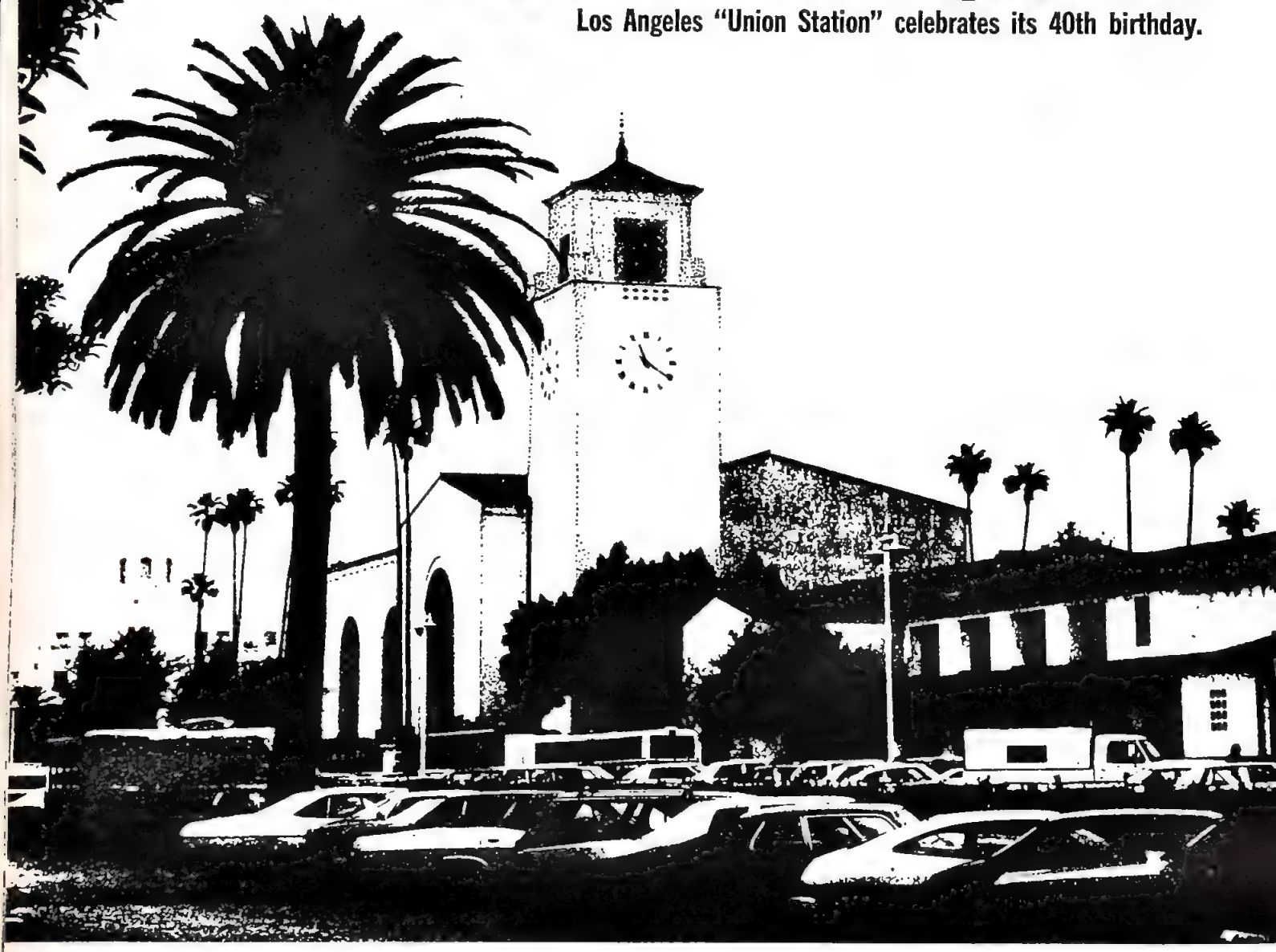


An Amtrak inspection train consisting of F40 #271 and Track Inspection Car 10000 recently checked out the possibility of a new route from Baltimore to Chicago via the B&O from Baltimore to Pittsburgh, then over the old PRR trackage from Pittsburgh to Cleveland, and the final leg on ex-NYC track. Warren G. Opalk

A big change for the Union Pacific railroad is seen in this view of caboose 25800. The new bay window style caboose, designated CA-11 by the UP, will slowly replace the standard cabooses on an attrition basis. Built by the International Car Co. in Kenton, Ohio, the cars will still carry UP's famous safety slogan. George R. Cockle

LIFE BEGINS AT FORTY?

Los Angeles "Union Station" celebrates its 40th birthday.



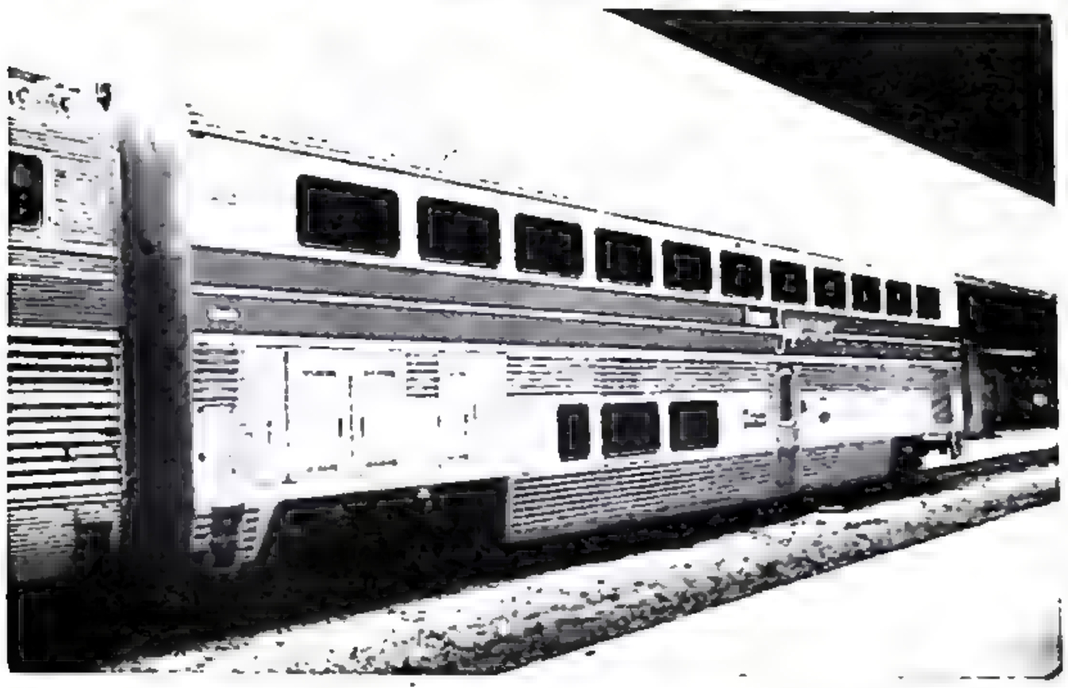
May 7, 1979 marked the Fortieth Anniversary of the Los Angeles Union Passenger Terminal. Called simply "Union Station" by the locals, the structure was the last major passenger terminal built in the United States.

The Spanish architecture is as fresh today as it was in 1939 when it was opened, though for many years it has been fairly inactive. Where once it handled hundreds of passenger trains a day for the Santa Fe Railway, Southern Pacific and Union Pacific, its three owners, it is now serving only Amtrak with eighteen arrivals and departures in a 24-hour period.

Some of the tracks have been removed in the elevated stub end terminal, the Harvey House restaurant is vacant, and the large Railway Express building now stands empty, but LAUPT is seeing new life with the increase in ridership on the *San Diegan,* one of Amtrak's most successful and fastest growing routes, operating twelve trains a day between Los Angeles and San Diego.

To commemorate the 40th Birthday, Amtrak and a number of railfan groups staged a two day celebration. In the lobby were exihibits from a number of organizations, while on the passenger platforms, Amtrak was displaying a wide assortment of passenger cars, both old and new, including the new Pullman/Standard "Superliner".

The Pacific Railway Society ran a special 18 car train on a circular route, via the Santa Fe from the station out to San Bernardino, going by way of Fullerton and returning via the Pasadena route, made famous by movie stars and the "Super Chief".

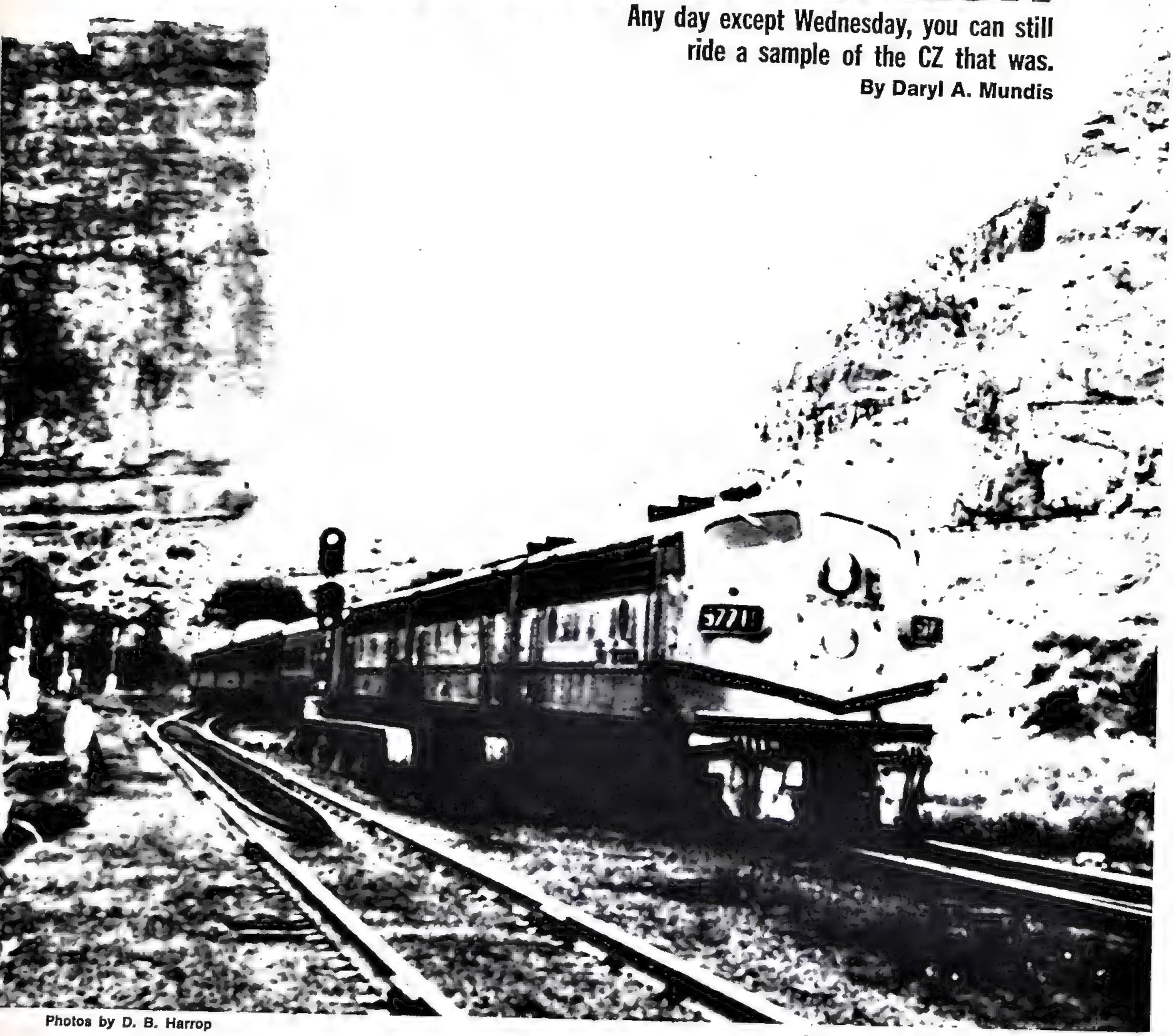


Denis Dunning photography

WHERE ZEPHYRS STILL BLOW

Any day except Wednesday, you can still ride a sample of the CZ that was.

By Daryl A. Mundis



Photos by D. B. Harrop

Seven cars make up the train through Devils Gate, Utah in July 1977.

Three of the nation's finest carriers, the Chicago, Burlington & Quincy; Denver & Rio Grande Western; and Western Pacific, combined their talents in 1949 to provide "The Scenic Way Across America." The *California Zephyr* was routed on CB&Q between Chicago and Denver, D&RGW to Salt Lake City and on to San Francisco via Western Pacific.

The extra touch that made the CZ the ultimate train included soundproofing, fine wines and fresh Rocky Mountain trout dinners that were the pride of the diner's crew.

For motive power, the CZ utilized Q E-units, D&RGW PA-PB's, later F3's, then FP-7's and, on the WP, FP's.

Everything was provided to make each passenger feel important and this created a problem. In the late sixties the train was gaining in popularity, but losing money. There was also concern that the equipment, which was beginning to show its age, would require a costly replacement.

The railroads applied for discontinuance, but the ICC, calling the train "a unique national asset," kept it running until March 22, 1970 when it was just two days over twenty-one years old.

The *California Zephyr* was gone, but the Rio Grande continued running their segment of the train and, staying out of Amtrak, still operates it as the *Rio Grande Zephyr.*

The westbound train, number 17,

travels from Denver to Salt Lake City in fourteen hours on Mondays, Thursdays and Saturdays, while on Tuesdays, Friday and Sundays, the same equipment operates eastbound as train number 18. Wednesdays the train takes a day of rest in Denver.

I recently rode the RGZ from Denver to Grand Junction, Colorado. My colleague, Gary Beal and I boarded and discovered that the Rio Grande has kept the original Zephyr equipment in excellent condition. We found a seat in the first dome, Silver Mustang, which, like the other three domes, was soon filled to capacity.

The RGZ consist is nearly always the same: F9's (#5771, #5762 and #5763) in ABB configuration, followed by coach-baggage (#1231); coach Silver Aspen; three domes, Silver Mustang, Silver Colt, and Silver Bronco; diner Silver Banquet; and dome-lounge-observation Silver Sky.

Exactly on the advertised, 7:30 am, we departed Denver. As we passed through the D&RGW engine facilities and switch yards, we began seeing camera-toting fans left over from the Mile-Hi Railfair '78 which was held on the two previous days.

With Denver and the central plains at our backs, we headed westward into the Rockies, climbing 2,200 feet in a matter of fifteen minutes. Those F9's were really smoking.

From Plainview we could see one-fourth of Colorado in a magnificent view. From there to Moffat Tunnel we passed through twenty-eight old Denver & Salt Lake tunnels which have been rebuilt. Next we enjoyed the breathtaking view of snow on James Peak glistening in the early morning sun, knowing that soon we would be boring through that rocky mass.

We met a dead freight at Tolland and were informed that we had approximately two miles to go to the big one — Moffat Tunnel.

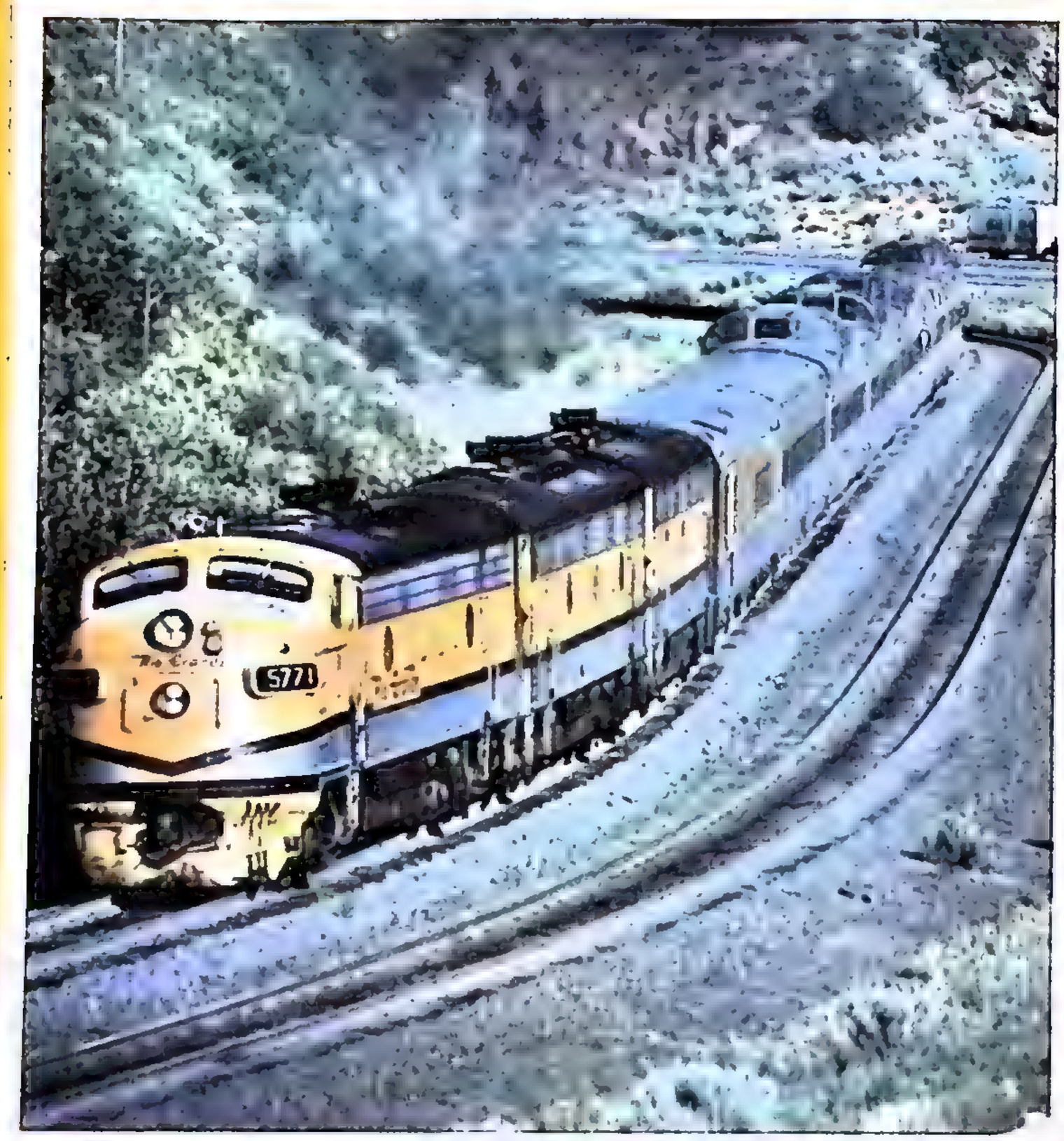
Moffat Tunnel, completed in 1927 by the Denver, Northwestern & Pacific Railway to rid the railroad of the dangers created by Rollins Pass, was acquired by Rio Grande in a merger with the Denver & Salt Lake (as the DNW&P was then known).

We entered the east portal and were soon in the total darkness of the 6.21-mile tunnel. Traveling at an elevation of 9,239 feet which was still 4,021 feet below the apex of James Peak, our view was the same as enjoyed on the New York subway. After fifteen minutes we emerged

The route follows the highway through Price, Utah.

A holiday swelled consist swings around the horseshoe curve at Gilully, Utah.

A steam generator car is cut into the consist for added heating.



A matched set of Fs lead the "Rio Grande Zephyr" through Narrows, Utah.

The eight car train is still well maintained, and kept remarkably clean.

Climbing a grade through Utah, the RGZ presents a bright contrast to the trees and hills.

into the brightness of Winter Park, a ski lodge.

We arrived at Granby, the first stop, at 9:53 am, two minutes early. RGW had taken us 75 miles in two hours and 23 minutes, achieving an average speed of 31.5 mph.

Upon departure from Granby, I toured the train. The lounge-observation, Silver Sky, is a marvelous car, having a lounge enclosed by a glass partition, an observation area at the end and a dome. What a car!

D&RGW has signs in the vestibules stating, "Passengers not allowed to stand between cars." Fortunately this rule is not enforced and most of the railfans on board were standing between the cars taking pictures from the opened top half of the doors.

At Granby we joined the beautiful Colorado River which we followed for the remainder of the trip. Traveling west, D&RGW rails provided the only access to a series of gorges. First there was Byers Canyon and then Gore Canyon, one of the most rugged of all western canyons and probably the best scenery of the trip. Rock walls loft 1500 feet above the river, out-towering the Royal Gorge by 500 feet. A metal fence has been put up on the north side of the canyon to prevent rocks from falling onto the tracks. If the fence is broken at any point, an electrical signal is sent to the dispatcher's office at Kremmling and all approaching trains get a red light.

Leaving the depths of Gore, we approached Orestod and the Dotsero Cutoff. We had thus far traveled the route of the old Denver & Salt Lake. We then entered the cutoff between "The Moffat Tunnel Route" and "The Royal Gorge Route."

We arrived at Bond at 11:24 am, six minutes early. Departing Bond, we entered the diner for an excellent lunch of hamburgers, chips, Coke and chicken noodle soup which cost only $13.00. The diner still offers fresh Rocky Mountain trout for under $4.00, but neither of us cared for fish at the time.

After leaving the cutoff and enterinv the "Royal Gorge Route," we arrived at Glenwood Springs where many people got off. Here we were six minutes early, arriving at 1:04 pm. Glenwood is a resort town offering skiing in winter and hot springs and swimming in summer. Most of the big hotels offer limousine service from the station to their resorts. The world's largest open-air swimming pool is in Glenwood. Fed by Yampah Hot Springs, it's warm enough to permit year-round swimming.

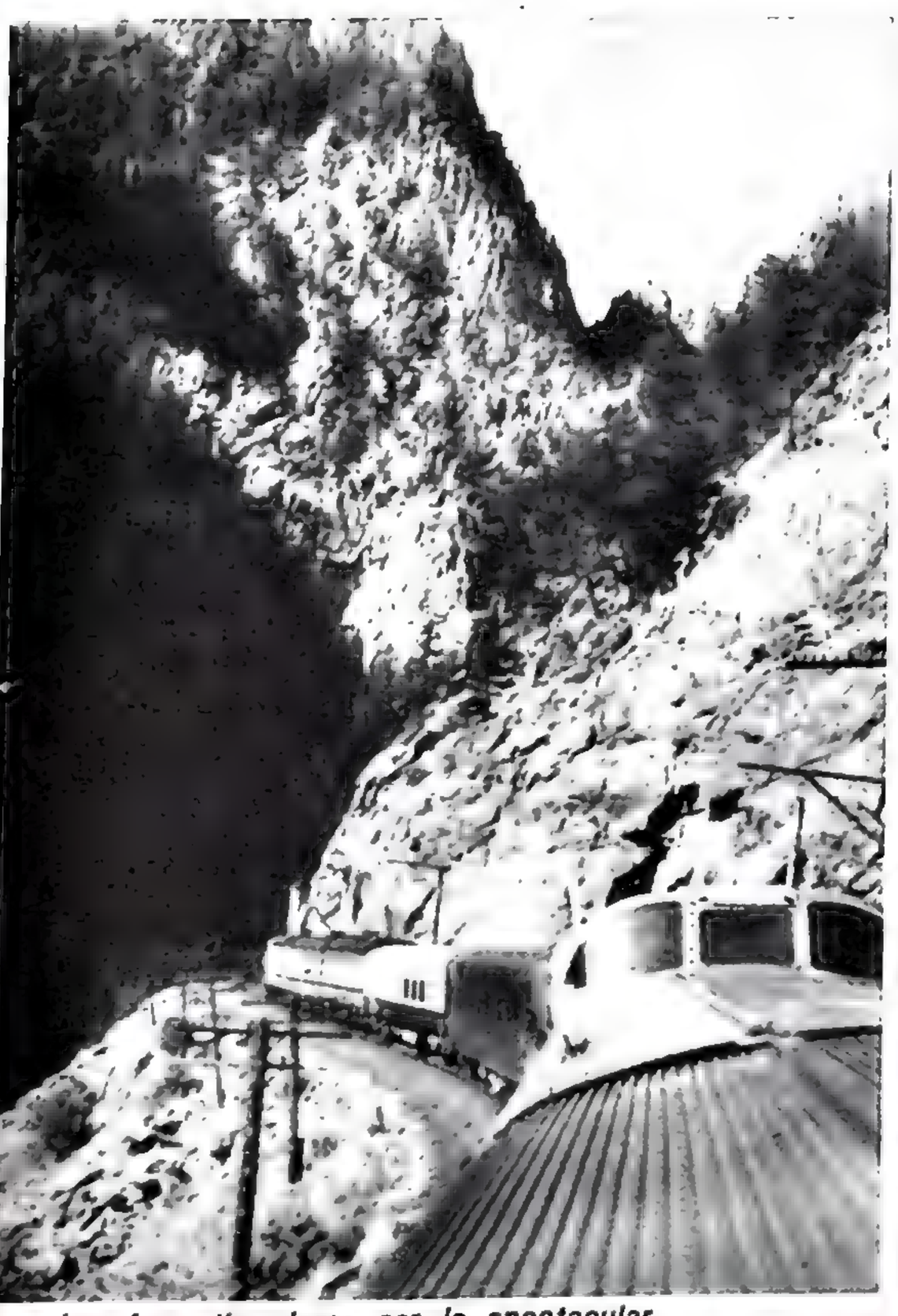
Hitting about 70 mph between Glenwood Springs and Rifle, it was pleasant to watch cars on the adjacent highway falling behind.

Rifle, our next stop, is primarily a livestock and agricultural center, but the oil-shale deposits in the cliffs to the north appear to promise a flow of income for the owner.

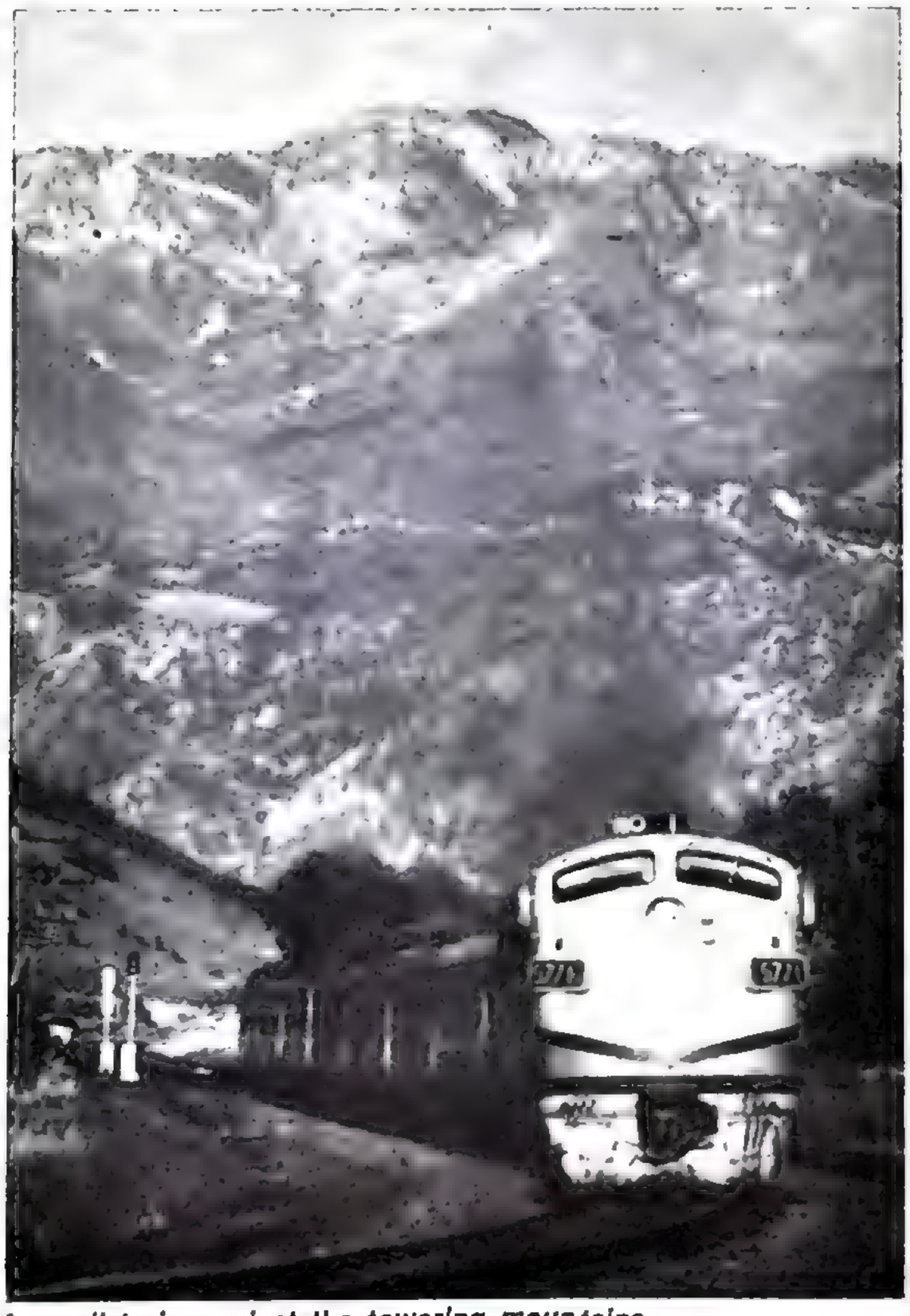
Spectacular scenery between Rifle and Grand Junction is much like the Badlands of South Daktota. Those of you who have been there know what I mean when I say it is strange and different, but also beautiful.

Colorado really offers a variety of scenery. We passed through mountains, across a pair of valleys, badlands and peach and apple orchards, all in 200 miles.

We arrived at our destination,



The view from the dome car is spectacular.



A small train against the towering mountains.

The double tracks accommodate many freights as well as the RGZ.

Grand Junction, at 2:47 pm, eight minutes early. We had traveled 275 miles in seven hours, seventeen minutes, arriving early at each stop and achieving an average speed of nearly 38 mph.

After a fifteen-minute service stop with a crew change at Grand Junction, the Zephyr was back up to speed. We were joined by about 100 other railfans standing at trackside.

The Rio Grande segment of the old CZ has outlasted the period of time the critics said would prove its demise. Yet its thirty-year old equipment is still in good repair and on-time performance is 98%.

I heartily recommend this train trip for railbuffs and CZ-buffs. The *California Zephyr* may have been the ultimate way to travel and a unique national asset and, at least in Colorado and Utah, you can still sample 570 miles of the domeliner elegance that was.

Cresting Soldier Summit in the winter of 1978.

ECUADOR'S ROLLER

Photos by the author

COASTER RIDE

A TRIP ON THE LAST TRANS-ANDEAN STEAM POWERED RAILROAD

By Ronald N. Johnson

Meet between railbus and steam powered local.

Since I was born too late to witness Boston & Maine Moguls operating on scenic branchlines in New Hampshire, the idea of photographing Baldwin 2-6-0s hauling passenger locals in Ecuador sounded very intriguing. In locating and recording on film a delightful stable of Baldwin Moguls and Consolidations which ramble about in the country of Ecuador, I expected to be subjected to hours of steamy heat baking the persevering railfan to a crisp in thick jungles, but found instead a surprising variety of climates and terrain as well as rail intrigue on a visit at the end of November, 1978.

Ecuador lies on the western coast of South America between Colombia and Peru. Its two major cities, the port of Guayaquil and capital, Quito are connected by a 288-mile, and the last, trans-Andean steam powered railway; the meter gauge Guayaquil & Quito Railroad. One should allow 12-14 hours to do the trip by railcar and two days to make the trip via mixed train. More elaboration on this subject is to follow later.

After flying by convenient jet to the modern, bustling city of Guayaquil, located on the Guagus River along Ecuador's west coast, it is recommended that the visitor stay at the Gran Hotel Guayaquil, which has all the western conveniences including a 24 hour restaurant. On almost any night of the week one may fall asleep to the sounds of a Latin rock band, with its unique throbbing beat. But the traveling railfan is moving to the beat of a different drummer, that of the rhythmic staccato exhausts of steam machines trotting through the jungle foliage.

If one is planning on spending one or two days riding the G&Q it is best to have several box lunches prepared by the hotel restaurant along with soft drinks and pockets full of bananas as there is no meal service provided on the trains. Local foods offered along the route may make the western stomach a bit squeamish.

Since the airflight got the author into Guayaquil at 3 in the morning it was decided not to make the long trip to Quito the first day, but to sample the two sugar plantation operations at Malagro and San Carlos about 25 miles from Guayaquil. Until recently both plants had used a fleet of dual gauge Baldwin and Porter steamers to handle the sugar cane. The engines had been used during the "zafra" or sugar cane operation, which lasts from June to December. Upon inquiry it was found that the Ingenio Valdez plantation at Malagro had concluded steam operation several weeks before and it was doubtful whether or not steam would be used the following year. Ingenio San Carlos plantation had not used its steamer fleet for over a year and had no plans to use them again. Instead it was using dual gauge diesels to bring the cane from the fields on two-foot gauge track to the factory. Then the finished product would be transferred to the meter gauge G&Q. I decided to take the noon "autoferro" out of Duran to get a lay of the land and visit one of the sugar plantations.

One has the choice of taking the ferry across the Gaugus River to the train depot at Duran or hiring a taxi and using the highway bridge. Duran is a rough and tumble riverport town with decrepit and dirty buildings scattered about the terminal area. A new seaport has been built five miles down river from Guayaquil, but there is still considerable river traffic in the area. There is stark contrast between the relatively clean, modern city of Guayaquil and the poor suburb of Duran.

Arriving a few minutes before departure the taxi turned down the potholed dirt road which led to the depot, but I hurriedly told the driver to stop as the terminal servicing was passed. There sat a bright red

No. 94 was a former school bus.

Baldwin Mogul #14 simmering on the ready track complete with yellow pin striping on tender, cab, domes, cylinder chest, pilot and spoked wheels. This little gem was built in 1901 and was having its tender filled with oil. After a moment to snap a picture a mad dash was made to the depot to pick up tickets.

The G&Q has a fleet of home made rail cars kept in immaculate condition, which are used to supplement local steam powered mixed trains. They are former school buses mounted on 3½-foot gauge wheels and chassis complete with stick shift and steering wheel, which has been hooked up to act as a brake. The local Indians stared curiously at the white American towering over them as he grabbed a front seat. While waiting to depart, the driver gave the windshield another onceover so that it was spotless. Soon the 30 straight backed seats were filled to capacity with standing room only. One corner of the bus near the driver was piled high with sugar cane and pineapples, which many persons use to pay for short journeys.

With a couple of short beeps on the horn, the "autoferro" began clattering out of town. Soon we were swallowed up in the sugar cane and banana foliage growing higher than the bus. It seemed as though we made stops at everyone's back door step. The sweltering afternoon heat built up rapidly whenever we made a stop even for a few moments. But gathering clouds signaling the soon coming rainy season produced some relief from the 90 degree heat. For most of the local populace the railroad was the only way to travel very cheaply and most lived far away from the nearest paved road. We stopped not only for passengers but all along the route for cattle which had been grazing on the tracks. At mile 14, the village of Yaguachi was reached and we went in on a passing siding to clear the main for a rail bus heading for Duran.

It took nearly two hours to go the 25 miles to Malagro where the smoking sugar plantation of Ingenio Valdez is located. Its miniature three foot gauge Baldwin 0-4-0s were locked up behind a fence and not easily photographed. At one village near Malagro our railcar encountered a local steam freight with Baldwin 2-8-0 #45 shifting on the main line. We waited a few minutes for the locomotive to back onto a passing track so we could go by.

At Naranjito a transfer was made to a local highway bus. A crowd of high school girls attempted to converse in halting English and did much better than the author's poor Spanish. After about fifteen minutes the Ingenio San Carlos sugar plantation was reached and numerous two foot gauge diesels were slipping and sliding over plant trackage shifting huge piles of cane into the waiting conveyor belt, which would take the cane into the depths of the plant to be ground up.

Permission had been gained ahead of time to tour the facility and I asked the guide where the steam locomotives were stored. Something was lost in the translation for the next hour was spent touring the sugar processing steam machinery. After sweating this out for a time another question about the locomotives was put to the guide, illustrating the query with a photo of a steam locomotive. This brought immediate results and the engines were located deep within the factory premises. The seven smartly painted Lilliputians were stored in a row and I wished I could put one in my back pocket to take to Maine.

I had to arise very early the next morning to board the daily steam powered "mixto" from Duran to Quito, as it departs the depot anywhere from 6-7 a.m. One way fare is about 80 sucres or a little over $3.00; a real travel bargain. On this particular day the train consisted of two first class coaches on the rear, two

second class coaches and five cattle type cars. There was a tremendous amount of shuffling and shouting as shadowy figures set about loading all manner of fruits, vegetables and fish into the cattle cars for sale along the line.

Up front even the early grey of the morning couldn't mask the splendid bright red of a little meter gauge (3 feet 6 inches) Mogul of Baldwin parentage, which was breathing new life under the able care of a hostler. This dapper little engine was built in 1901 and rebuilt in the 1940s. All the steam locomotives of the Guayaquil & Quito Railway are of the oil burning variety. #14's soft panting exhaust was mixed with the roar of an activated firebox glowing from the fresh oil flowing from the tender. The boiler jacket and cab received a loving rubdown prior to the 6:45 a.m. departure. Next to the active Mogul a two foot gauge 0-4-0 of probable sugar plantation heritage had been raised on a high pedestal by the local Lion's Club expressing "homage to the railway."

Many of the ancient looking coaches of 1800's style construction

A pair of railbuses at Duran.

A local stop brings out the vendors.

Hoisting bananas to the top of a box car.

Metel gauge Mogul built by Baldwin in 1900.

Steam locomotive memorial at Duran.

had been built recently in the shops at Duran using local materials and labor.

A couple of short toots of the whistle signaled we were about to get underway. Soon the staccato exhausts of the engine were bouncing off the metal buildings as we left city limits. Scattered around the yard area were a dozen or more Baldwin Consolidations most of which were in derelict condition having been stripped for parts to keep the 20 or so active engines in service.

Where the "autoferro" makes stops at everyone's back doorstep, the steam "mixto" pauses only at certain villages. The train speeds along at 20 to 25 mph on the flat savannah landscape, making its first stop at the small village of Yaguachi to pick up locals and discharge others. All the thatched roof dwellings in this coastal lowland area are raised on high stilts, since the rainy season about to descend on the country in another week would inundate the rice, banana and sugar cane fields. The water will sometimes cover even the tracks, which makes steam operation in this area very practical. We met another Mogul powered local

The "mixto" takes water at Malagro.

from Bucay just outside the village of Yaguachi.

Our first important stop is Milagro at mile 21, where some interesting street running is encountered. Like plowing snow in New England, the little engine seemed to sweep the sea of humanity out of the way as it picked its way down the center of main street. It is Saturday and all the local populace is out shopping. Christmas decorations are already for sale with Santa Clauses, wreaths and plastic Christmas trees out on city sidewalks.

It seemed very strange to see almost no automobile traffic except for a few taxis in the bazaar type atmosphere. Since there is no meal service on board the train, scores of Indian women greet the passengers with native fruits and "allullas" (a small, tasty cookie like bread). Others offered complete breakfasts on plates consisting of eggs and sausage with eating utensils provided. Although the food looked appetizing, the American traveler wanted to keep his tummy happy so he munched on bananas, ham and cheese sandwiches and dried fruit brought from the hotel. Altogether about fifteen minutes is spent here, as fish, vegetables and fruit are sold from the boxcars to local persons.

Our locomotive's needs had been taken care of as we had stopped for water opposite the Ingenio Valdez sugar plant. Horses weighed down with vegetables and fruits had their cargoes unloaded and tossed onto the train for other villages along the route. When the inside of the cattle cars became filled, produced was secured to the tops of the cars.

Steam freight trains with Consolidations in your basic grimy black operate from Duran to Riobamba. Usually a couple of local freights can be found on the line each day.

As we near Bucay the train becomes increasingly more crowded until there is standing room only. As 11 a.m. ticks off, the "mixto" arrives at Bucay and milepost 54. One of G&Q's small fleet of Spanish built diesels delivered in 1971 will handle the consist from here to Quito. Three coaches and two cattlecars are cut off from the Bucay steam local and attached to the diesel and a baggage car. Then the little 2-6-0, and the remaining four cars, backs onto a wye and whistles off for Duran. This whole process takes about 20 minutes.

From Bucay the train starts a dizzying climb to 10,600 feet in the next 50 miles. Our diesel can only handle a maximum of five cars over this tough grade. The coaches are so packed that some persons are forced to ride on the roof. The author himself straddled the knuckle coupler on the rear platform most of the route to get an unobstructed view. At times the train's speed slows to 10 mph as it struggles up through the lush countryside. The ride is at best jolting and bumpy in addition to the pressing humanity and bundles of fruit and vegetables, but the tortuous, twisting climb causes these inconveniences to fade into the background.

The lush green foothills of the Andes gradually give way to the brownish red of volcanic outcroppings as we push on to higher elevations. Climbing through the Chanchan River gorge, the "mixto" crisscrosses the river several times over many styles of bridges along with a few tunnels. The small village of Huigra is reached at milepost 72 at an elevation of 4000 feet. Another

Indian village in the lush Andean jungle.

diesel powered mixed train has been waiting in a passing siding for us to get by. The four cattlecars, one baggage car and three passenger cars are packed with Indians as well as the roofs coated with persons like flies sticking to flypaper. One can easily see the demand for service greatly outstrips the available equipment provided by the railroad.

It seemed impossible, but persons still continued to climb on board our train and cling to handralis and roofs. The author was contemplating doing the same, but was interrupted by a fist fight directly in back of him on the rear platform. It seems one of the younger teen-age punks had refused to pay for his fare and had given the conductor a bloody nose. Soon the conductor got some of his friends and attempted to chase the character through the crowded train and eventually tossed him off. To try and relieve the crowded condition, a small flatcar used for carrying work equipment was attached to the rear of the train. It was amazing how ten persons could keep their balance while we jounced along and not topple off the car. An insurance company would have a fine time trying to proivde this railroad with insurance coverage with safety precautions as they are now.

As we depart Huigra, a Baldwin Consolidation waits in a passing siding to follow us up the roller coaster route with some local freight. Scattered along the route were various water tanks to service thirty steam locomotives. It must have taken a much longer time to cover the miles with steam powered passenger trains as a locomotive quickly would lose its head of steam under this climb.

Lonely mountain villages whose only contact with the outside world is the railroad are passed. The local Indian populace dresses in brightly colored clothes as well as wearing the characteristic black derby hats.

About an hour of Huigra we reach what seems like a sheer rock wall blocking our path at Sibambe, mile 81. Connections may be made at this 5,925 foot level for another railbus ride to the town of Cuenca. It is at this point that one of the world's greatest railway engineering masterpieces begins. For years engineers were stymied as to how to get the railway out of the gorge. Finally they came up with the idea of a double switchback carved out of the solid volcanic rock.

Our train pulls out of the station at Sibambe and then backs up the first switchback at a 5½ percent grade. Then we pull forward up another 5½ percent grade on the second switchback and around a sheer perpendicular ridge called the Nariz del Diable (Devil's Nose) and end up the needed 1000 feet above the Chanchan River gorge. Sibambe deposit is a mere spot far down the valley. This exercise is not for the faint of heart as many times the train seems to hang out over the edge of nothingness with just inches of extra space in the rock roadbed.

For the zealous steam buff, a day at Sibambe is well worth the inconvenience to photograph the steam freights struggling up over the same series of zig-zags with four or five cars at a time.

Although we are by no means at the top of the Andes the lush green of the tropics has faded away in the valleys far below and is replaced by a cool mist and rugged rock landscape. The traveler attempts to bundle up in the drafty non-heated coach. As the train hugs the Andean ridge we nearly double back on ourselves several times in what is called the Alausi Loops.

In mid afternoon the train pulls into the mountain resort of Alausi at mile 89 at an altitude of 8,553 feet. Highway bus connections for Quito and Guayaquil can be taken for those who have had enough of the train. We make about a 20 minute stop for native girls to serve platefuls of boiled eggs while shouting "Oeuvos, oeuvos," or tasty meat pies called empanadas. The author stoically finishes the last of his hotel sandwiches, washing them down with a soft drink from the local pool hall. The mid afternoon snack is polished off with a couple of squashed bananas still stuffed in his pockets.

Most of the crowd leaves the train at Alausi with their bundles which greatly relieves the feeling of claustrophobia. On a trip of infinite variety of climates and scenery a desert type of plateau is next encountered where mist reduces the visibility to about zero. Once in awhile one can spot sheep and llamas searching the inhospitable ground for food. Gradually we begin to break out of the mist, but encountered black volcanic sand which the train stirs up like a dust storm, filling the cars to such an extent that one could hardly see the passenger in front of oneself. It was about this time that the author's tummy began to get a little flustered. It must have been the dust covered dried fruit. Oh well, Rio Bamba is not too far away.

We continue on at a faster pace and reach Palmira at mile 103 nearly on top of the Andes at the 10,626 foot level. The sky clears totally and about a half dozen of the 20 or so active volcanoes in Ecuador poke their snow capped heads out of the cobalt blue rarefied sky. The train enters the agricultural oasis of the Cajabamba Valley at mile 132. Volcanic ash has helped to make the land extremely fertile. Layers of ash, stacked like bales of fabric may be seen on the bank by the tracks. Drab thatched huts dot the fresh green rolling hillsides with children playing outside in their brightly colored outfits.

By 5 p.m. it is nearly dusk as the mixed train reaches the outskirts of the Rio Bamba and the track level has dipped to 9,000 feet. The steam freights come as far as this town, which is the present headquarters of the rail system. From here to Quito

Coaches are locally built, and relatively new.

the line is strictly diesel hauled. Four Consolidations are assigned to the town, but normally only one is under steam at any given time. There was not much rail activity when we arrived at the Rio Bamba depot. It is the capital of Chimborazo Province and is a striking city of graceful stone colonial style houses. At night the sky is often aglow from the reflection of Sangay volcano and its ashes often cover the cobblestone streets.

We have managed to make only 150 miles this 11 hour day. The train stays the night here so that the train crew and passengers can get a good night's sleep. And it was a good thing for the author's tummy. Here again there is bus service back to Guayaquil which takes about half the time the train does over fairly good twisting paved roads.

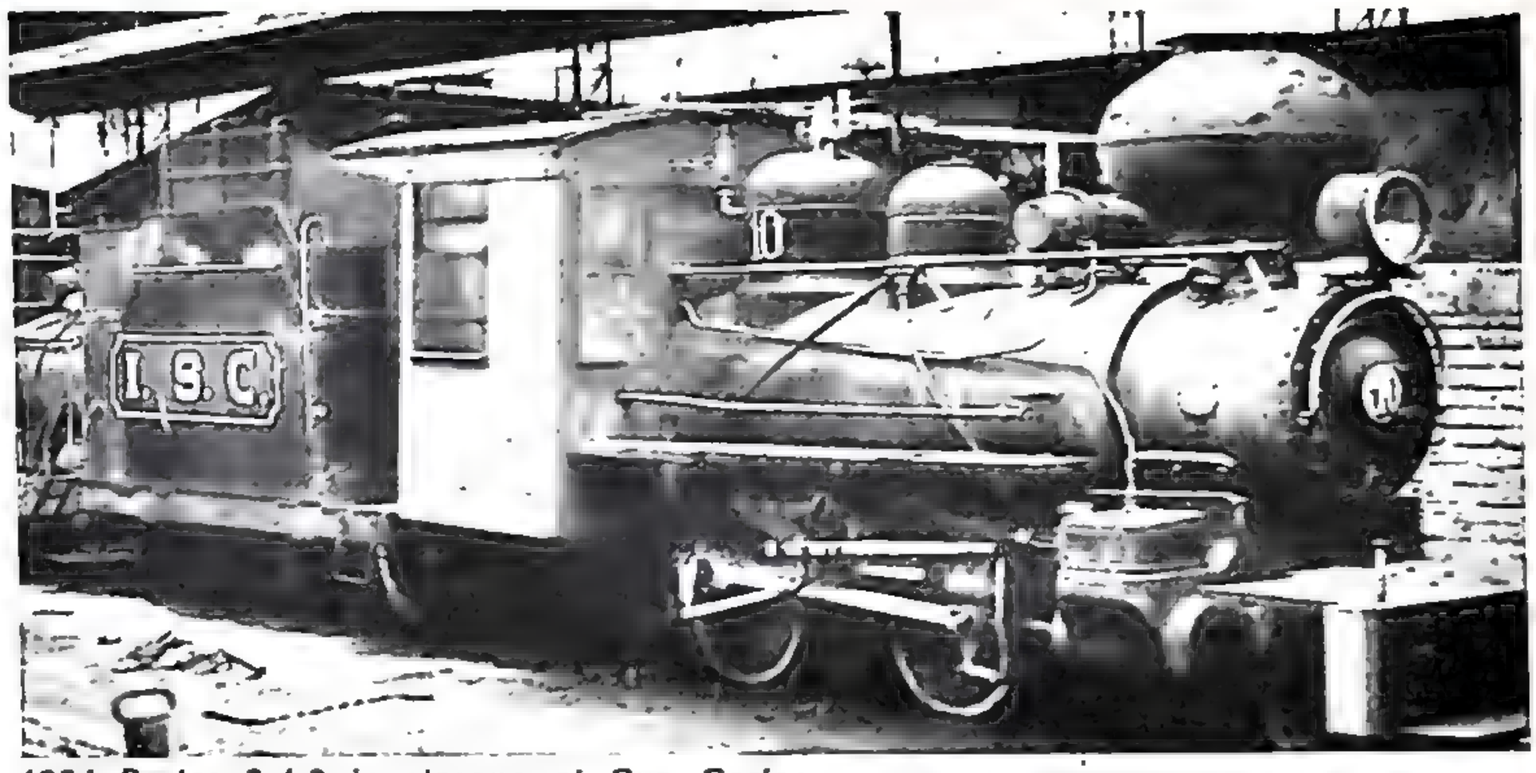
The next morning the "mixto" leaves about 6 a.m. for the remainder of the trip to Quito. Our roller coaster ride takes us to the railroad's highest point at Urbina at mile 170 and an altitude of 11,841 feet. For some 26 miles the line crosses a succession of towering ridges to Ambata, a large town of 45,000 inhabitants and situated impressively at the base of towering mount Chimborazo.

From Ambato the train skirts the world's highest volcano, Cotopaxi at over 19,300 feet. Even though it is 17 miles away its perfectly shaped cone dwarfs everything in sight including the small grey volcanic stone town of Latacunga. We climb again to the 11,600 foot altitude at Cotopaxi and from there it is downhill to Quito. Rural Ecuador unfolds with green fields and spindly eucalyptus trees lining the tracks. Barefoot Indians trudge along the tracks with backpacks containing everything from bundles of wood to babies. The track passes through many small villages and for most of the Indians living in these hamlets the train is the most direct route between homes and the only outside contact.

By mid afternoon the train reaches the outskirts of the capital of Quito. The clean quiet depot is a stark contrast to the one at Duran. Even though this modern city is directly on the equator its 9,375 foot elevation makes for cool temperatures year round ranging from 40-70 degrees.

For the traveler who wishes to take the rail bus from Quito to Guayaquil the trip can be done in one day in 11 or 12 hours leaving Quito at 6 a.m. This is because the line is mainly downhill. For those interested in pacing the train by car there are relatively few places where this can be done easily. A taxi can be hired in Guayaquil and one can follow the rail route fairly closely to Malagro. From there the line takes off through the jungle although the paved road does cut in to certain villages.

For the railfan planning on a trip to South America, Ecuador and its roller coaster trans-Andean railroad makes for an excellent but exhausting jumping off place for points farther south along the west coast such as the Peruvian Central's highest railway in the world and Chile's 400 plus active steam locomotives.



1924 Porter 2-4-0 in storage at San Carlos.

ROSTER OF FERROCARRIL GUAYAQUIL & QUITO

No.	Wheels	Builder	Date	Serial No.
7	2-6-0	Baldwin	1901	19153
8	2-6-0	Baldwin	1905	25959
11,14	2-6-0	Baldwin	1900-01	
17	2-8-0	Baldwin	1935	61872
31	2-8-0	Baldwin	1926	58956
35	2-8-0	Baldwin	1920	52915
41	2-8-0	Baldwin	1940	62448
43	2-8-0	Baldwin	1944	70186
44	2-8-0	Baldwin	1944	70891
45	2-8-0	Baldwin	1927	60182
46	2-8-0	Baldwin	1946	71582
47	2-8-0	Baldwin	1945	71523
48	2-8-0	Baldwin	1946	72695
50,51	2-8-0	Baldwin	1946	72697-98
52-58	2-8-0	Baldwin-Lima-Hamilton	1953	75584-90
59	2-8-0	Baldwin		

(Note: Roster includes only those engines in active service or being worked on.)

INGENIO VALDEZ 3 FOOT GAUGE AT MILAGRO

No.	Wheels	Builder	Date	Serial No.	Notes
2	0-4-0	Baldwin	1922	55298	"Dolores"
3	0-4-0	Baldwin	1925	58415	"Rafica"
	0-4-0ST	Knowlson & Kelley			

INGENIO SAN SAN CARLOS 2 FT. AND 3 FT. 6 IN. GAUGES AT NARANJITO

3	0-4-2	Orenstein & Koppel			2 ft.
4	0-4-0	Henschel	1922		2 ft.
5	0-4-2	Davenport		1733	2 ft.
6	2-4-0T	Orenstein & Koppel			3 ft. 6 in.
7	2-6-0	Glover Machine	1919	121637	3 ft. 6 in.
9,10	2-4-0	Porter	1924	6892-3	2 ft.

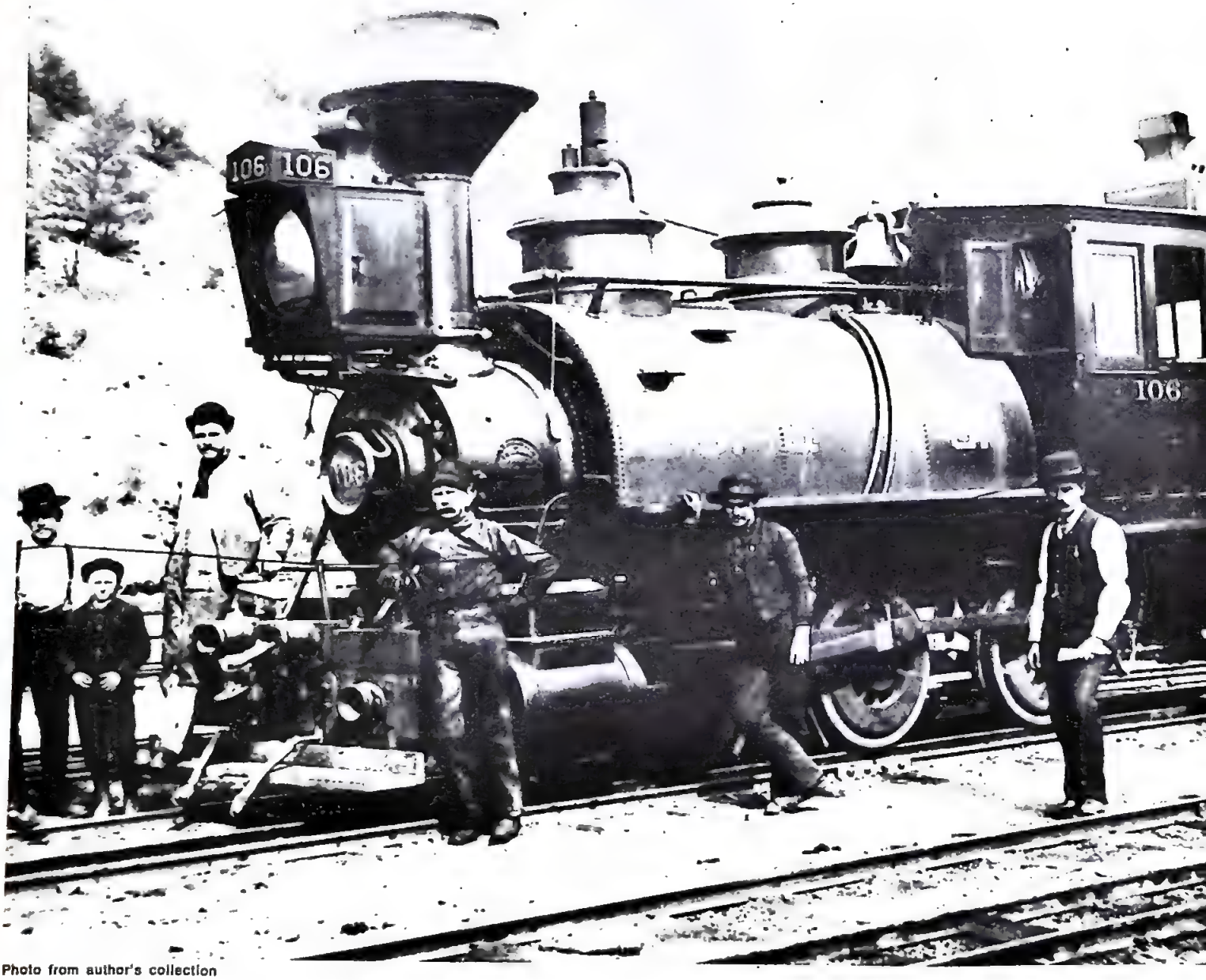


Photo from author's collection

CLASSIC LOCOMOTIVES
Rio Grande Yard Hens

By Mallory Hope Ferrell

The Denver & Rio Grande Railroad of 1871 bears little resemblance to the "Mainline Through The Rockies" of today. General William Jackson Palmer's original intent was to build south from Denver to El Paso, Texas, where a connection would be made with his equally narrow gauge Mexican National Railway (NdeM) and on to Mexico City.

Thirty pound rails spiked to a gauge of three feet on hand hewn crossties had reached Pueblo, Colorado by the mid-1870's, when rich minerals were discovered to the west in the San Juan Mountains. These ore finds as well as an extended court battle with the Santa Fe dictated that the "Baby Railroad" would send its tracks snaking into the Rockies. Soon, Mexico City was forgotten and dreams of Salt Lake City and the Pacific were being entertained and sketched out on the locating maps in Denver's General Office.

Between 1871 and 1873, the Denver & Rio Grande had acquired 12 new Baldwin locomotives of very light construction. The original trackage between Denver and Pueblo was not through the mountains, but followed the frontal range, with little grading and few grades. In 1876, an extension was begun from Cucharas over Veta Pass and into the San Louis Valley. This line required steep 4% grades and curves of 30 degrees. It also required larger motive power. The Baldwin Locomotive Works provided the answer in the form of a 2-8-0 named the "Alamosa." This engine became the standard motive power of the D&RG's narrow gauge lines for the next five decades and evolved into the famous C-16 and C-19 class 2-8-0s.

The mining bonanza of the late 1870's saw an expansion of yard and smelter trackage in Denver and Pueblo, where full-time switchers were needed. The first pair of 0-6-0Ts came from Baldwin's Philadelphia plant in 1877, followed by another two in 1880 and five more in 1881, following the opening of the "San Juan Extension" as the line between Alamosa and Durango was known.

With their water tanks slung-atop of the boiler, the 48,000 pound Class 48 0-6-0Ts had a tractive effort of 9,640 pounds. Although equipped with through air lines, the engines themselves had no brakes at all and depended upon the engineer reversing the Johnson Bar in order to stop. By reversing the engine, the steam entering the 14x16 cylinders worked against the 36 inch drivers and brought the engine and its train to a halt. As yard speeds were seldom over a fast walk, this method proved to be effective. Early switchmen on the D&RG preferred this method and became very good with it.

Of all the narrow gauge motive power on the D&RG over the years, the 0-6-0T engines were unique. Born of necessity in 1877, they were so successful that existing mogul locomotives were rebuilt in the mid-1880's along the same lines and classed as the Class 39 series. These engines had only 11x16 cylinders and weighed 39,000 pounds after the Burnham Shops had completed the rebuilding. These former 2-6-0s had proven to be too light for service on the rapidly expanding mainline.

The 0-6-0T engines worked the yards of the Denver & Rio Grande throughout the 1880 and early 1890 eras. However, the standard gauge Colorado Midland, which headed west from Colorado Springs in 1887, forced the D&RG to rebuild its own Denver-Ogden mainline to broad gauge between 1888 and 1890, using an entirely new route over Tennessee Pass rather than the existing three foot gauge line through the Black Canyon of the Gunnison.

Dual gauge trackage existed at the major junction points and three-way coupler pockets were fitted to the 0-6-0Ts so that they could continue to serve the yards at such stations as Denver, Pueblo, Salida, Leadville, Alamosa and Durango.

In 1891, the #105 was sold to the then abuilding Rio Grande Southern for use as a construction and switch engine. As the RGS #14, she hauled the first train into Rico, Colorado. However, the "Silver Panic" of 1893 sent silver prices spiraling downward and ended the mining "boom." Within months the stamp mills and mines were quiet and the depot agents were selling a lot of one-way tickets out of Creede, Telluride, Durango, Silverton and Rico.

The panic also saw drastic reductions in ore shipments and a corresponding loss of traffic over the entire narrow gauge system. Following the "Silver Panic" the 0-6-0T engines were sold off to smelters, contracting firms and lumber roads at "rock bottom" prices. By 1900 only two of the Class 48 engines remained (#104 and #106) and by the time that automatic couplers and air brakes were required in 1903, they too had been stricken from the official roster. Some of the 0-6-0T engines continued in service for a few more years after being sold by the D&RG.

Two Class 39 engines ended their days in California's Redwood District, while others of that class worked at smelters near Pueblo and Leadville. The Rio Grande Southern's 0-6-0T ended her days on an Alabama log line, while her sisters were either scrapped or sold to smelting firms and contracting companies. Thus ended the brief but interesting career of the Denver & Rio Grande's "Yard Hen."

Descending the Tehachapis, the train rounds a curve near Bealville. Tom Gildersleeve

Approaching Boron on the flat table top run through the Mojave desert presents quite a contrast to the climb up Cajon and over the Tehachapis. Tom Gildersleeve

Photos by the author, except as noted.

A SPECIAL RUN

The Pacific Railroad Society returns the passenger train to Tehachapi . . . for a day.

By Jeff Scott

Southern Pacific's mainline from Los Angeles to Bakersfield in southern California is a formidable run, with the crossing of the Tehachapi Mountains, and the famed "loop" a barrier that was difficult to overcome.

Santa Fe's mainline from Los Angeles east through Barstow is just as much an operating problem, with the climb over Cajon Pass and the almost constant need for helpers on longer freights.

Though Amtrak still passes Cajon with their "Southwest Limited", it has been a number of years since a passenger train had gone through the Tehachapis, though the American Freedom Train used that route.

After a great deal of planning, and a couple of postponements, April of 1979 saw the roundtrip of not one but two passenger excursions over both routes.

Sponsored by the Pacific Railroad Society, the train departed Los Angeles Union Passenger Terminal and went east through Santa Ana Canyon, Redlands and San Bernardino, up over Cajon Pass and into Barstow.

From there, the train traveled Santa Fe's northbound route of the Mojave Desert through Boron and into Mojave. Here the train entered ATSF/SP joint trackage for the assault on the Tehachapis, and finally dropped back down and into the start of the San Joaquin Valley at Bakersfield.

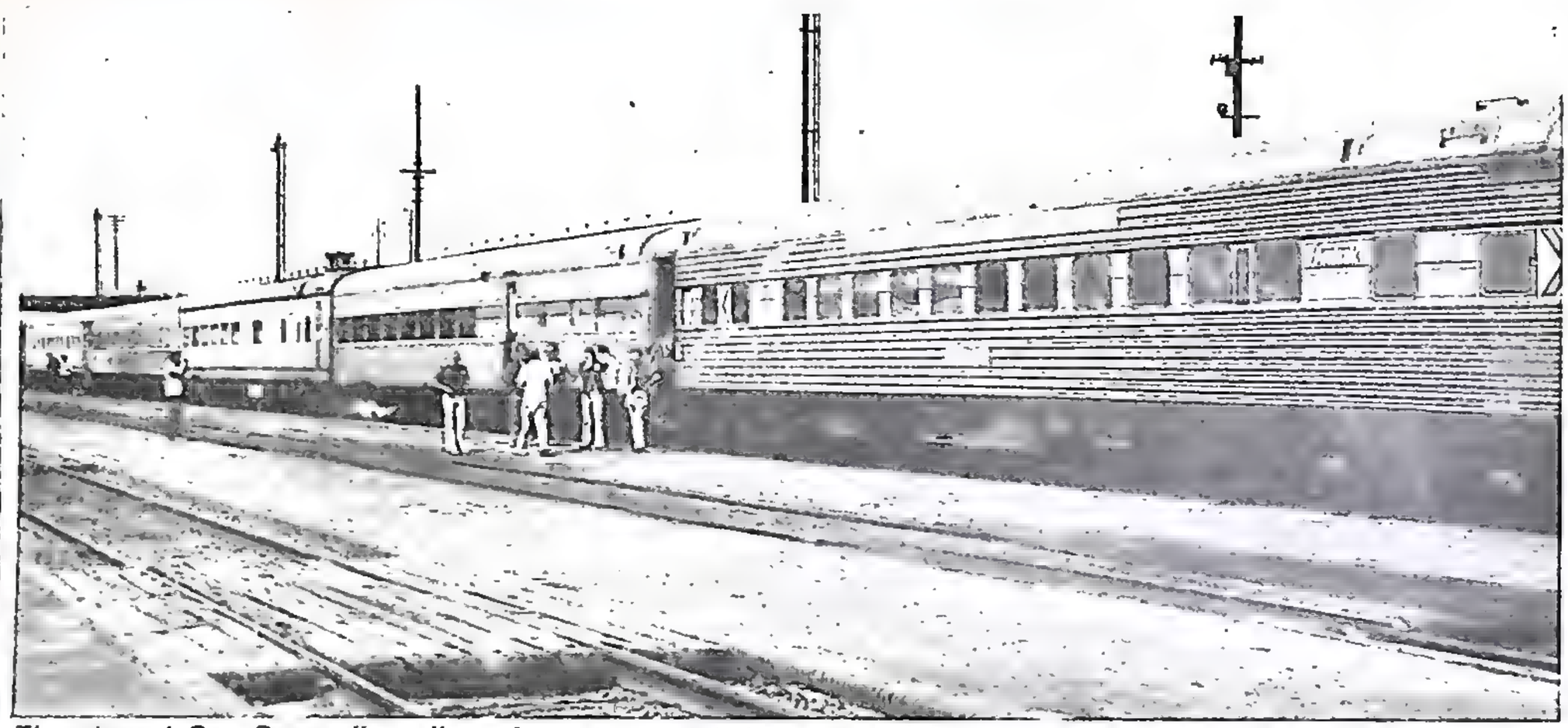
The first leg of the trip was made on Saturday, March 31, and the return to Los Angeles by the same route was made on Sunday.

Power was two Amtrak SDP40Fs, with six ex-Santa Fe hi-level coaches and an assortment of Amtrak and private owner coaches, and other cars, the total being 14 cars.

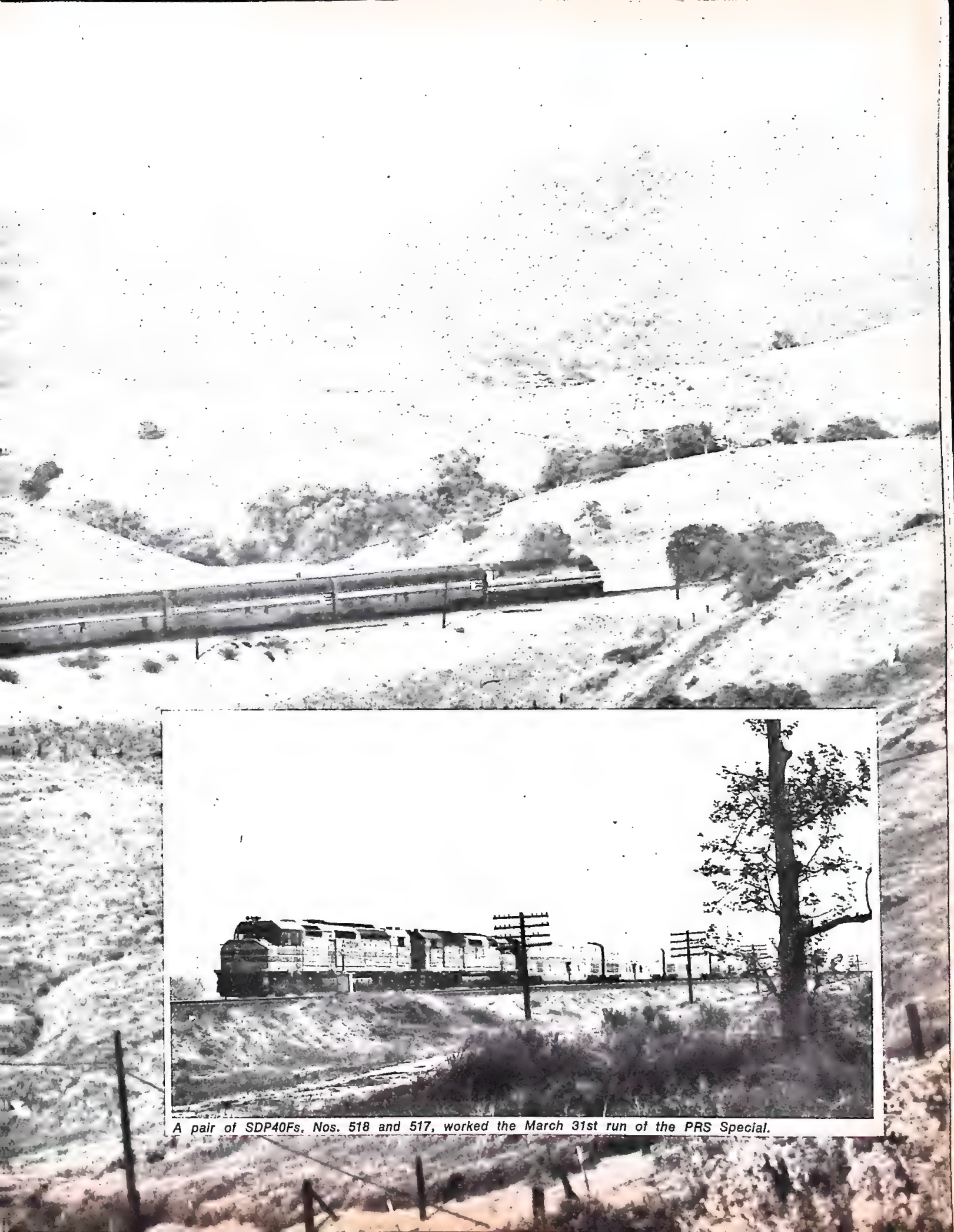
A couple of weeks later the trip was repeated, but with a smaller train. This had but a single SDP40F on the point, with four of the hi-levels, a dome lounge, diner and two coaches.

Both trips seem to be well patronized, and a considerable interest was shown by motorcading fans, in spite of the gas crunch that was already getting quite bad in California. The PRS is to be saluted for once again showing what a delightful trip the Tehachapis can be by rail.

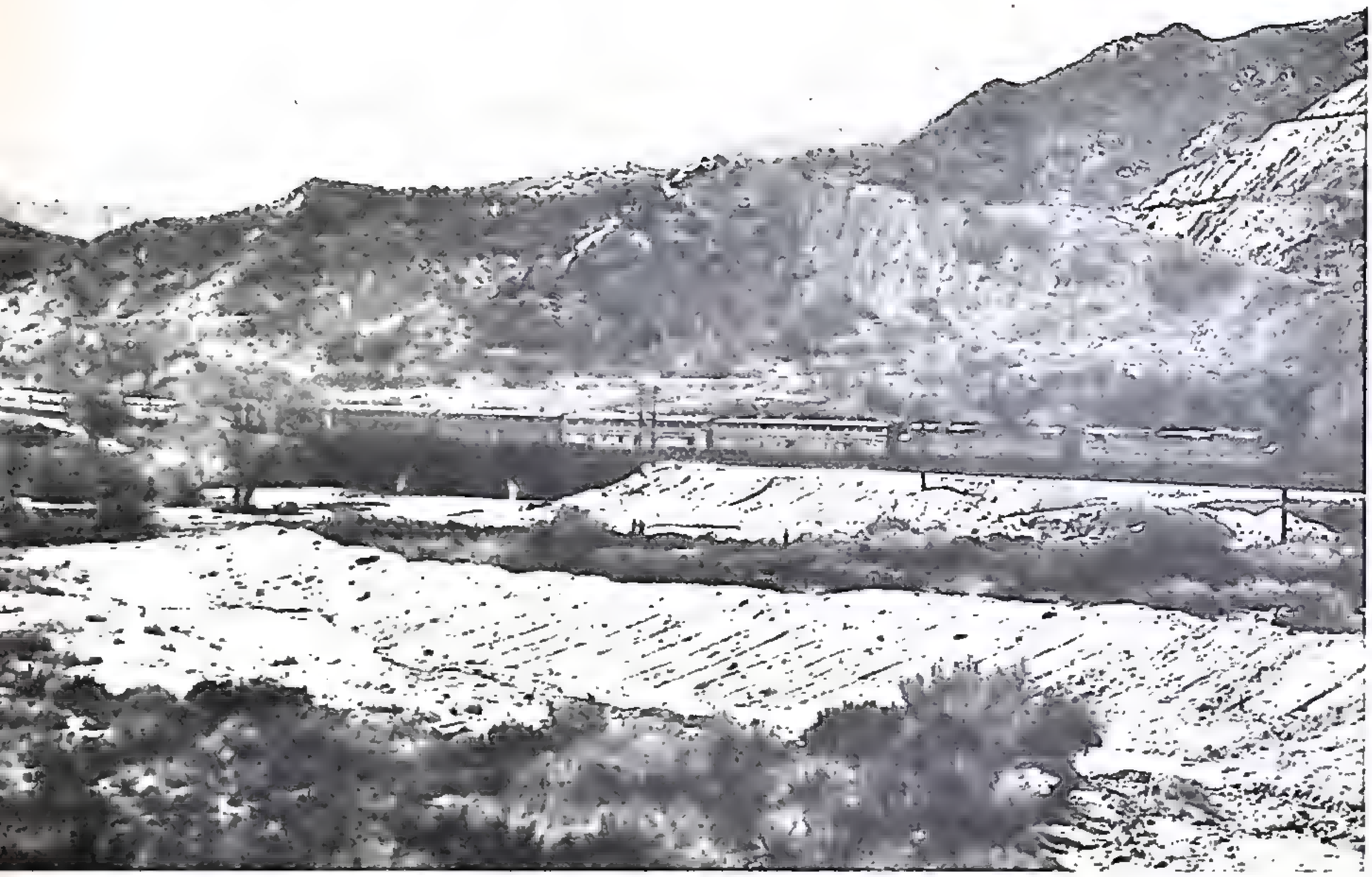
Coming through Santa Ana Canyon, the early morning train was still competing with fog from the Pacific coast.



The stop at San Bernardino allows for a few quick inspections of the assortment of passenger cars.



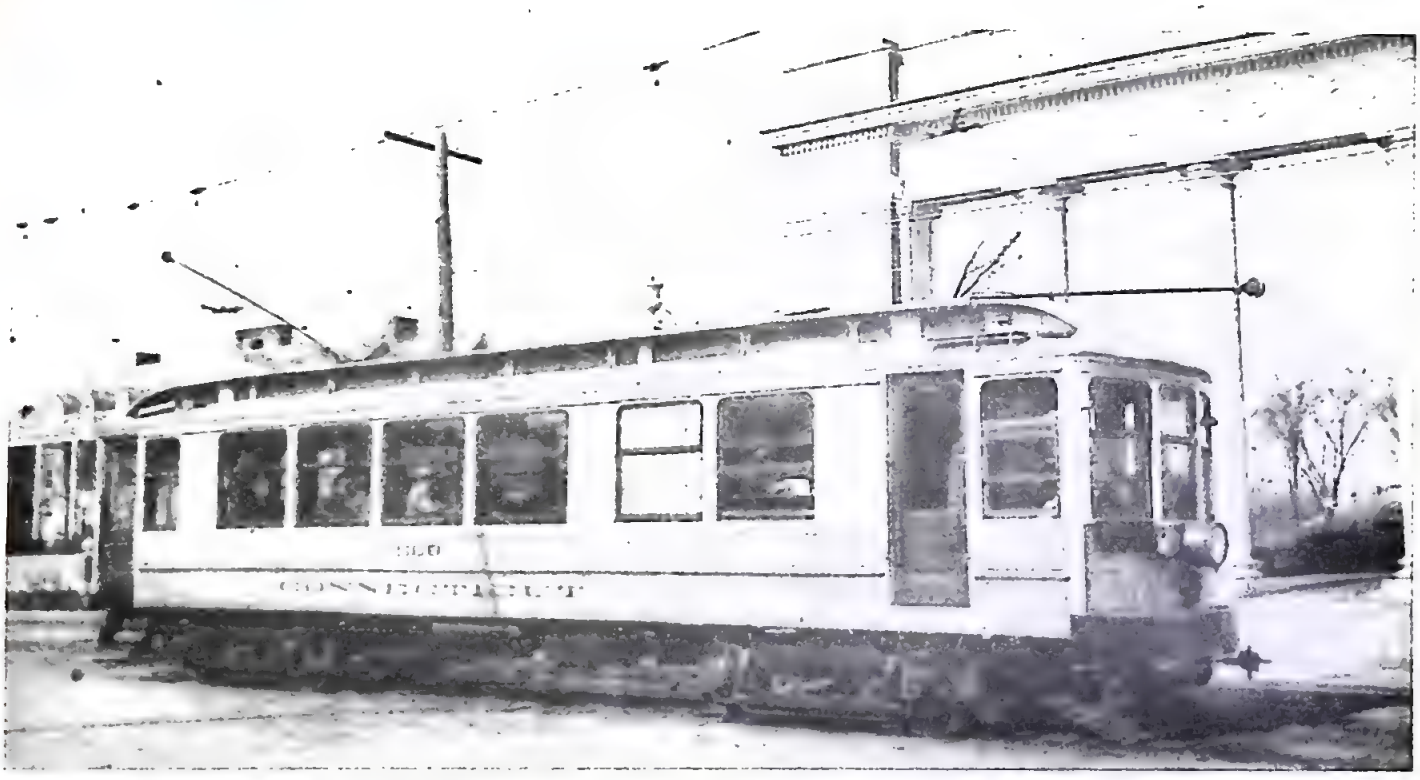
A pair of SDP40Fs, Nos. 518 and 517, worked the March 31st run of the PRS Special.



The PRS Special was a rare opportunity to photograph a passenger train through Cajon Pass, as Amtrak's east and westbound "Southwest Limiteds" normally pass in the dark.

Snow was still in evidence in Cajon, as the excursion train used the south line

Running on Santa Fe rails toward Cajon, the tracks above are those of the Southern Pacific.



No. 500 is seen in October of 1940 at the Yale Bowl gates in New Haven, Connecticut. Stephen D. Maguire

The perfect setting for relaxed dining, the car is kept in immaculate condition. Frank W. Schlegel

GOURMET TROLLEY

By Stephen D. Maguire

Something new is taking place at the Branford Trolley Museum in Connecticut and it all came about when Lee Carlson was made Superintendent of Transportation for the museum.

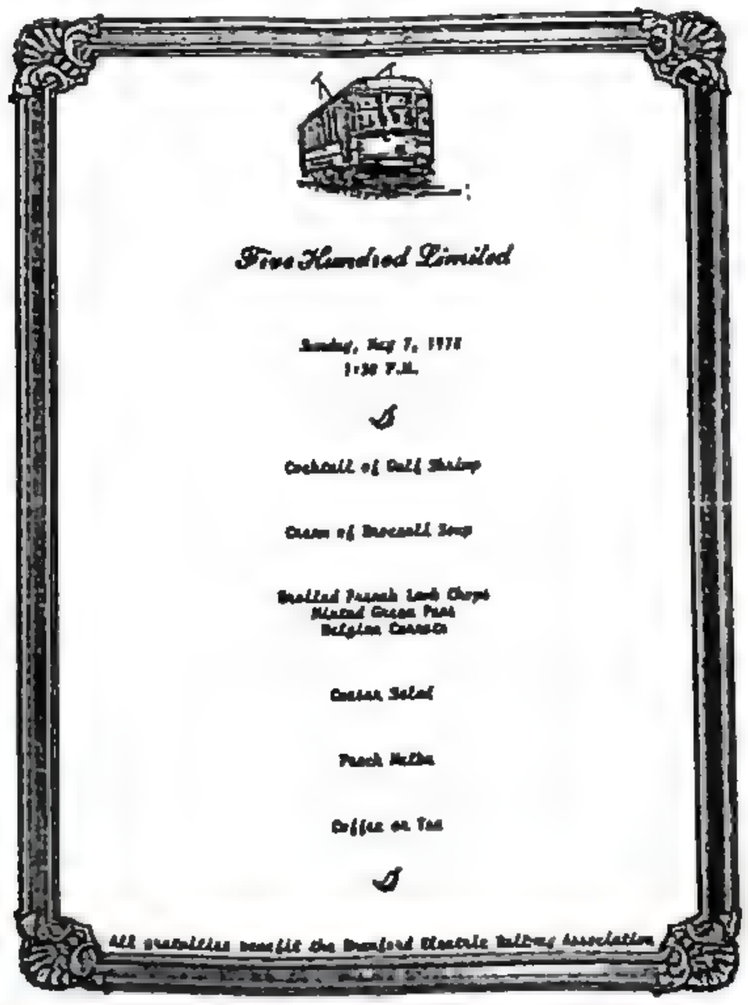
Lee is a professional chef and soon realized the potential value of private trolley #500 with its kitchen and tables seating a total of 10 persons.

He went to work planning ten gourmet excursions for the #500 last year, beginning in the spring. The menu featured such gourmet delicacies as vichysoisse, the ultimate steak and a cake said to be so light you didn't know you were eating it! Demand became so great that an additional four more trips had to be scheduled. All sold out almost immediately.

Diners in car #500 paid a fare of $12.50 and ate as the car ran back and forth along the 1½ miles of track at East Haven, changing direction at each end during the 2-hour serving.

Though reservations for the 1979 season may already be filled, anyone interested in dining excursions should contact Branford Trolley Museum, P.O. Box 457, Short Beach, Conn. 06405.

Table settings are in keeping with the excellent food. Frank W. Schlegel



Five Hundred Limited

Sunday, May 7, 1978
1:30 P.M.

Cocktail of Gulf Shrimp

Cream of Broccoli Soup

Broiled French Lamb Chops
Minted Green Peas
Belgian Carrots

Caesar Salad

Peach Melba

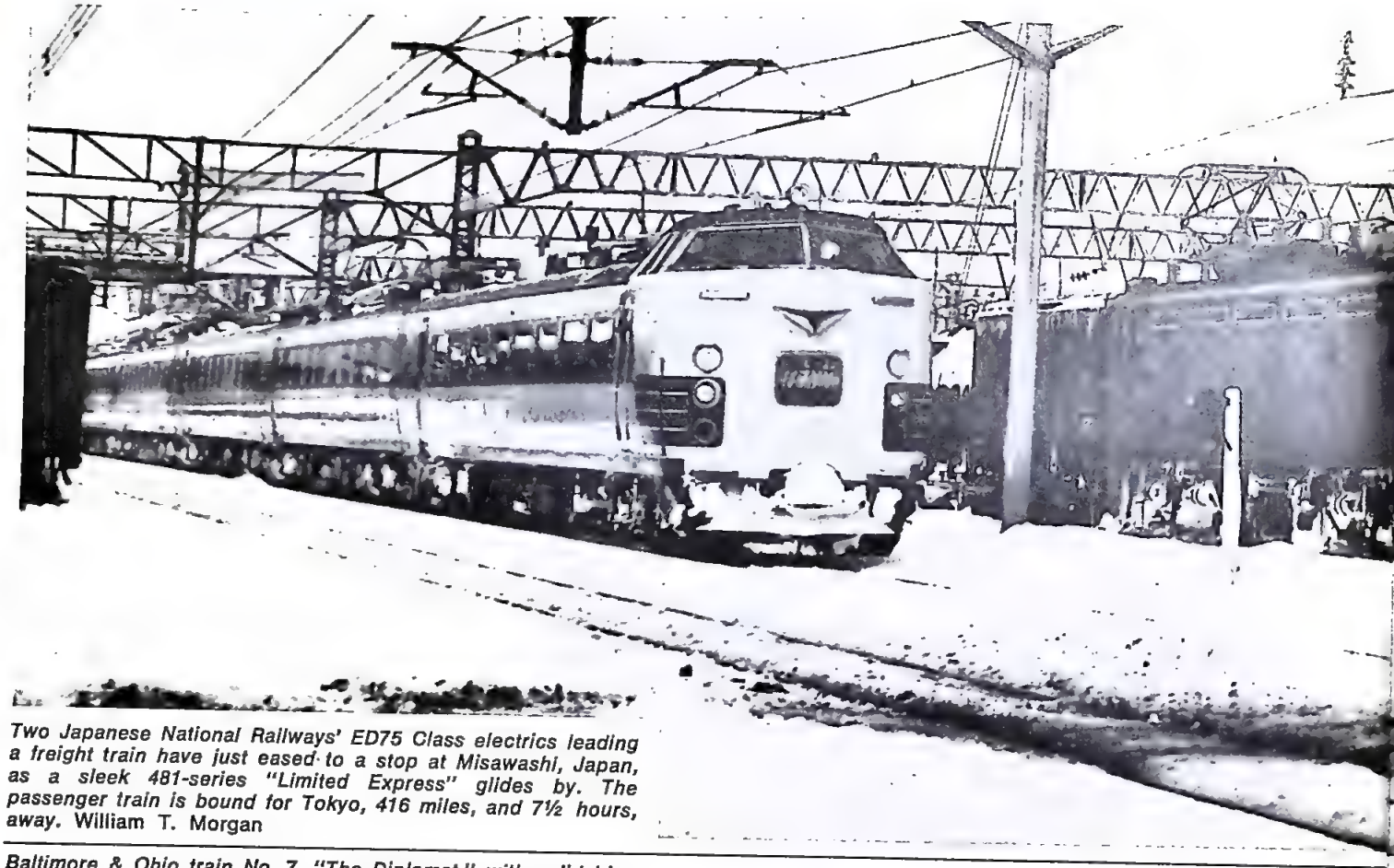
Coffee or Tea

All proceeds benefit the Branford Electric Railway Association

The Parlor Car at Sprague terminal in East Haven, ready for "Gourmet Dining" trip under direction of Chef Leighton B. Carlson (center). Frank W. Schlegel

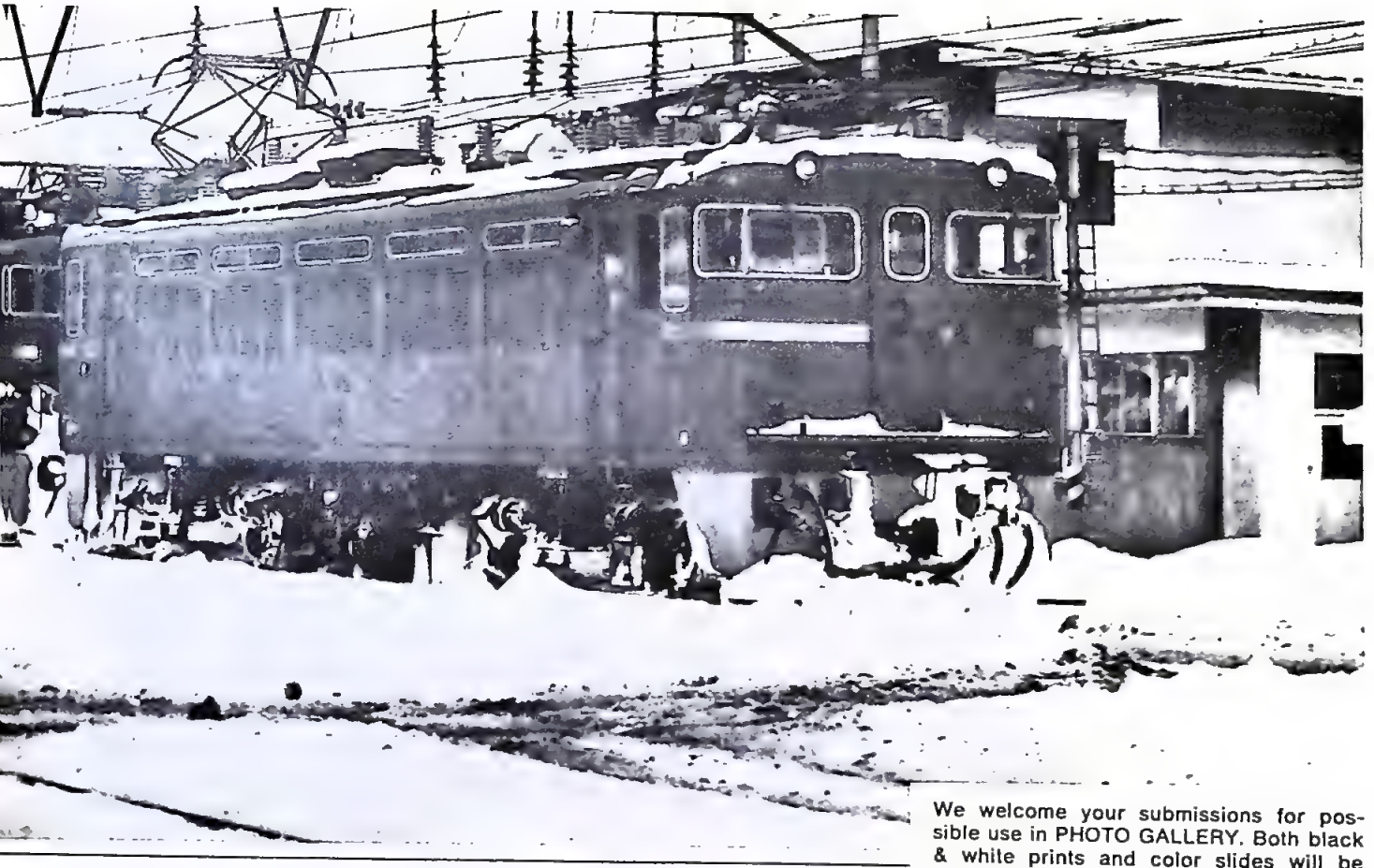
PHOTO GALLERY

In September of 1951, seven locomotives work a coal train over the Western Maryland at Douglas, West Virginia. All of their 800 Class 2-8-0s, the WM used one locomotive for each seven loaded hoppers. Stephen J. Benkovitz



Two Japanese National Railways' ED75 Class electrics leading a freight train have just eased to a stop at Misawashi, Japan, as a sleek 481-series "Limited Express" glides by. The passenger train is bound for Tokyo, 416 miles, and 7½ hours, away. William T. Morgan

Baltimore & Ohio train No. 7, "The Diplomat," with solid blue E-8 #1445 leading a five car consist passes Brighton Park Tower in Chicago in September of 1969. Headend business appears to be rather good even if there is little space for the few passengers this afternoon. Jim Wozniczka



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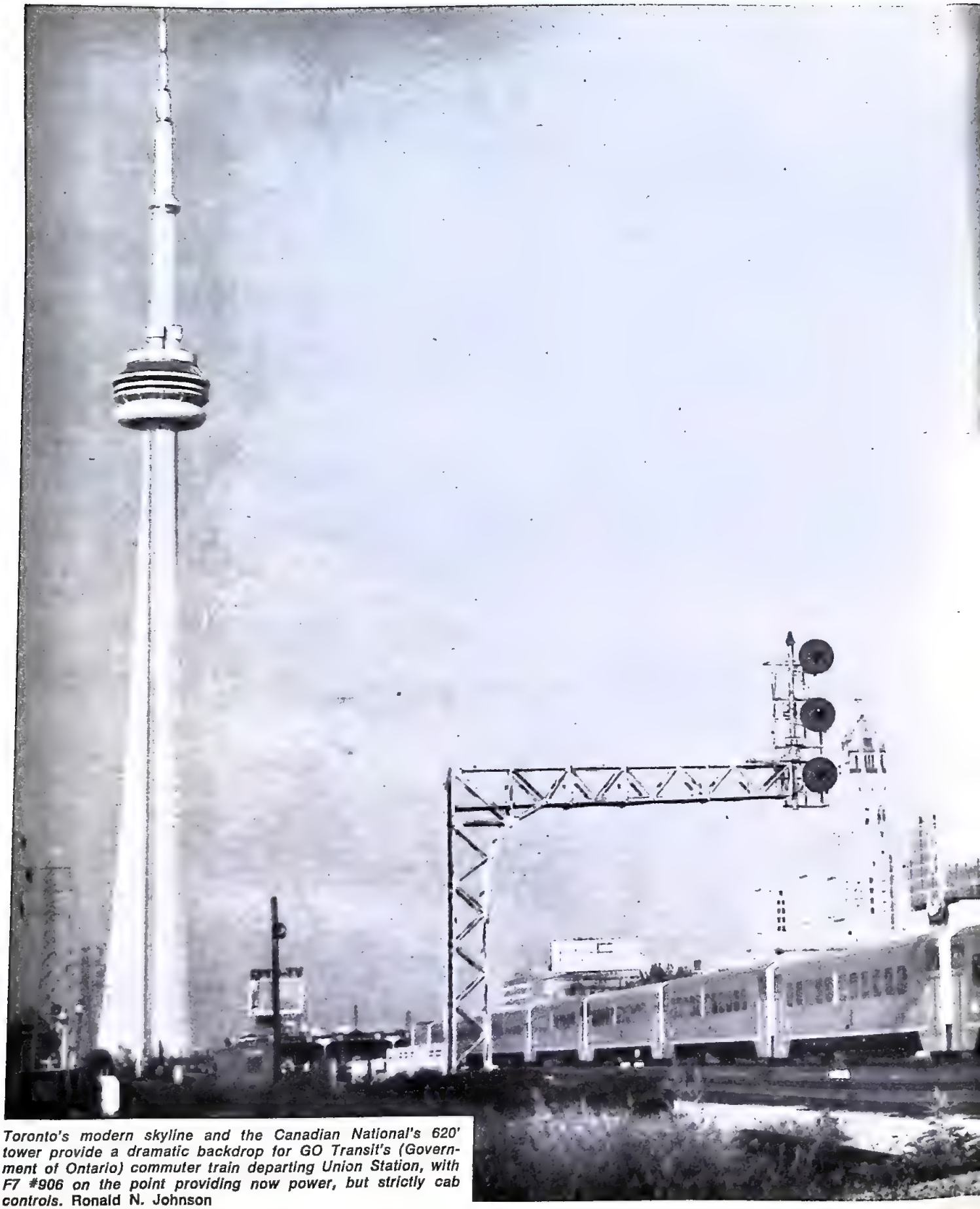


Toronto's modern skyline and the Canadian National's 620' tower provide a dramatic backdrop for GO Transit's (Government of Ontario) commuter train departing Union Station, with F7 #906 on the point providing now power, but strictly cab controls. Ronald N. Johnson

906

Once a common sight, Southern Railway's gold and green E units that power the "Southern Crescent" will soon find new work if DOT goes through with their present plans to discontinue this Amtrak run train, just one of the many that will be cut in their latest passenger dismantling plan. Bill Rettberg

A trio of GP40s head the Milwaukee Road's "Ford Fast" past the depot in Watertown, Wisconsin. The "Ford" runs daily, carrying auto racks and jumbo auto-parts cars, along with some piggybacks and general freight. The locomotive is on the diamond where a little used branch of the C&NW crosses the Milwaukee. Glenn Oestreich

Mexico presents all sorts of interesting sights for the train watcher. This scene in Nogales in May of 1974 has an Alco RS-11 dressed in green and yellow, with the coaches in the then-new blue and yellow livery. Don Wallworth

Credit Valley #1057 is an ex-Canadian Pacific 4-6-2 and is seen here on an excursion run between Guelph and Goderich, Ontario on July 3, 1977. Run was made to help celebrate the 150th Anniversary of the founding of Goderich. Bob Baker

Photos from author's collection

CASEY JONES -- The Man Behind the Myth

Illinois Central No. 382 was the locomotive that Casey Jones rode to Glory on. The 4-6-0 was built by the Rogers Locomotive Works in the late 1890s. After the wreck, the engine was rebuilt, but engine crews considered her a "hoodoo" and disliked running her. The locomotive was eventually scrapped in 1935.

By M. Louis Zadnichek II

"Come all you rounders, if you want to hear
A story 'bout a brave engineer —
Casey Jones was the rounder's name
On a six eight wheeler, boys, he won his fame."

Every railroadman is familiar with the famous ballad of "Casey Jones." The ballad's hero was no phantom, but a black-haired, gray-eyed, six-foot, four-inch giant of a man. Following his violent death in a train wreck, Casey Jones came to symbolize the courage and devotion to duty of the American railroad engineer.

Although he is primarily remembered as an Illinois Central Railroad engineer, Casey Jones gained his first railroad experience on the old Mobile & Ohio Railroad, later merged into the Gulf, Mobile & Ohio Railroad which is now part of today's Illinois Central Gulf Railroad system.

Casey Jones was born Johnathan Luther Jones in southern Missouri on March 14, 1864. When he was a boy, his schoolteacher father moved the family to the village of Cayce, Ky. There Casey saw his first steam locomotive close up and vowed to become a railroad engineer.

In 1879, at the age of 15, he journeyed to Columbus, Ky., to join the Mobile & Ohio as an apprentice telegrapher. Since the railroad had a number of "John Jones" working for it, he was given the name "Cayce," after his home, to keep the pay records straight. This name shortly became "Casey" due to the Irish influence among the local railroaders.

Casey astonished his fellow workers with the speed by which he mastered the difficult art of telegraphy. However, from the first day he went to work on the railroad, Casey's aim was to be a locomotive engineer. He advanced to being a brakeman in 1881 and worked freight trains at 36-hour stretches between Jackson, Tenn., and Whistler (Mobile), Ala., by way of Okolona and Meridian, Miss. It was a grueling job, but Casey stuck with it hoping someday to become an engineer.

At the age of 18, in 1882, Casey was promoted to fireman. He made his first trip as a fireman shoveling coal into the firebox of a work train engine operating between Whistler and Citronelle, Ala. During the one-month assignment, Casey learned all he could under the strict eye of engineer Sam Merritt.

The train's main function was to shift a large gang of Negro laborers from point to point to transfer and unload carloads of ballast and rails. The train had been shuttling back and forth for only a short time when Merritt let Casey try his hand at cracking the throttle. The old engineer was surprised at Casey's natural aptitude for handling an engine.

Born Johnathan Luther Jones in southern Missouri on March 14, 1864, he gained the nickname "Casey" Jones from living in Cayce, Kentucky, as a boy. All three of his brothers also grew up to be locomotive engineers, but none of them was as spectacular in life or death, as Casey.

From then on, Merrit let Casey often run the engine. If a number of ballast cars had to bet set out near Vinegar Bend, or if a run had to be made to Escatawpa for a carload of rails, Casey usually handled the engine while Merritt was content to act as fireman.

Merritt dated back to the Mobile & Ohio's birth and had gained his running experience on ancient wood burning engines with huge cabbage-head smoke stacks that constantly showered clouds of burning sparks over the countryside. Casey couldn't have found a better tutor.

With Casey at the throttle, Merritt would leave the firebox door on the latch, ready to be kicked open after the scoop was filled. Then, he would call Casey's attention to how he would swing the scoop of coal from the tender pile to the firebox and spread it evenly over the fire. Merritt would do this in one continuous movement with no wasted effort. Casey watched and learned.

Finally, the work train job was done and Casey was ordered to report back to Jackson for reassignment. He was immediately placed in freight service. Once again, he was working 36-hour stretches between Jackson and Whistler. During this time, on July 8, 1884, the Mobile & Ohio changed its track gauge from five-feet to four-feet, eight and one-half inches, today's standard gauge.

Fireman Sim Webb — Although he had studied to be a doctor, the lure of railroading brought Sim Webb to the Illinois Central Railroad as a fireman. He first fired for Casey Jones on the Water Valley (Mississippi) District of the railroad. By a fluke, Webb was assigned to Casey the night of the Cannonball wreck as the regular fireman was ill. Webb was only shaken-up in his jump from the hurtling No. 382.

The feat was accomplished in one day between Columbus and Whistler, a distance of 472 miles!

While living in a Jackson boarding house for railroaders, Casey had fallen in love with the owner's daughter, Jane Brady. Since Jane belonged to the Roman Catholic Church, Casey decided to join that religion to help gain her favor. After ending a trip into Whistler on November 11, 1886, he cleaned up, then walked over to St. Bridget's Parish Church. Casey was baptized by Father P.S. O'Reilly.

Casey and Jane were married on November 25, 1886 at Jackson. He was unable to get time off for a honeymoon, but got the next best thing. Casey was assigned as fireman to another work train, this one operating out of Artesia, Miss. It was a month assignment and meant that he could be home every night.

It was during this time that Casey decided to leave the Mobile & Ohio for the Illinois Central. It was a combination of events that made up his mind over his wife's objections. First, he was nearly killed when a bridge collapsed beneath his work train. Second, he still burned with desire to move over to the righthand side of the cab. If he stayed with the Mobile & Ohio, Casey knew it would be several more years before he gained enough whiskers to become an engineer. However, the Illinois Central was in desperate need of engineers.

While Casey was shoveling coal on the Mobile & Ohio, a devastating yellow fever epidemic struck central Mississippi. It killed an especially large number of train crews on the Illinois Central. Hearing that many Illinois Central firemen were being quickly promoted to engineers, Casey made the switch to a new job.

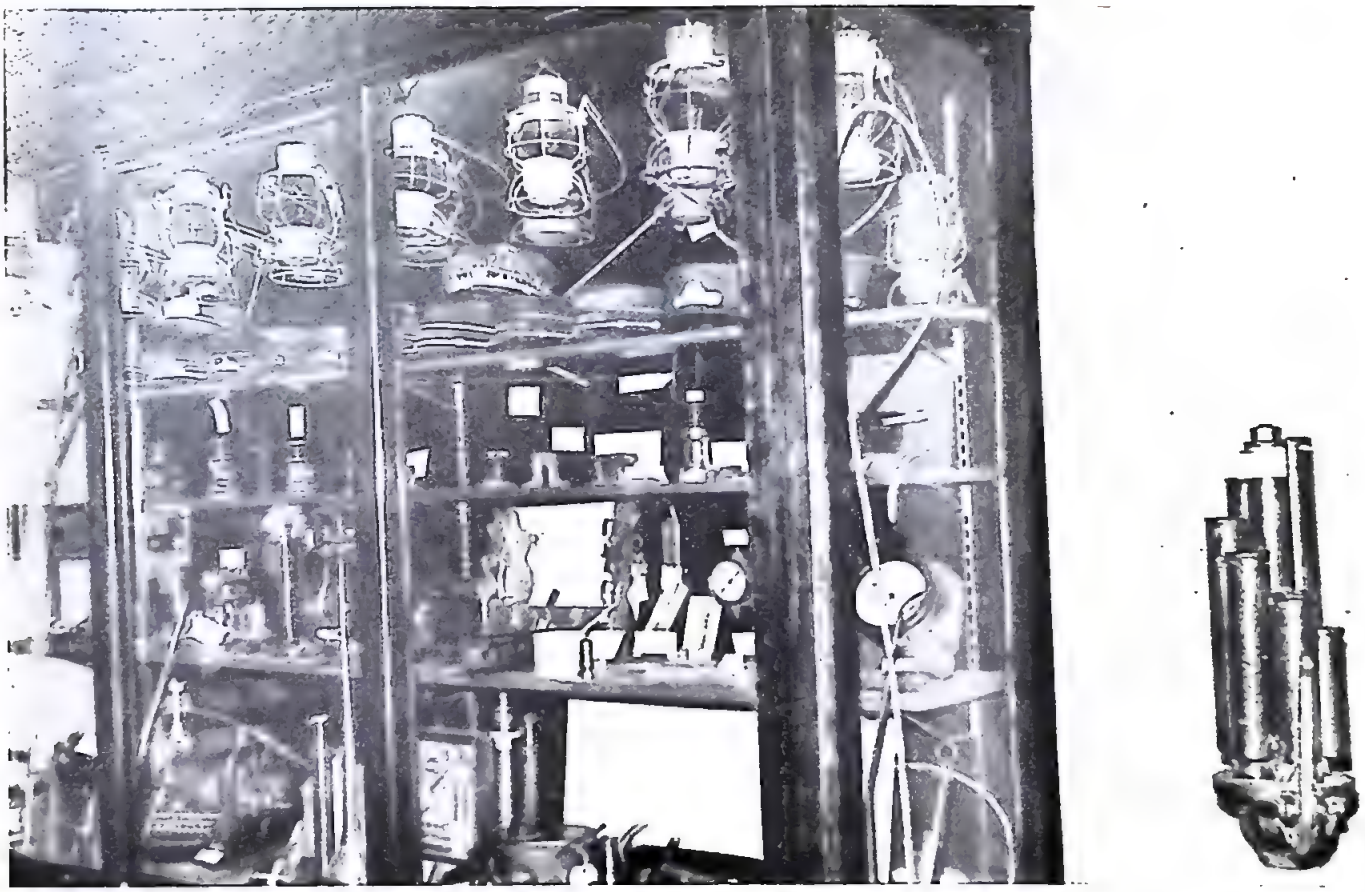
On March 1, 1888, he became an Illinois Central fireman on freight trains operating between Jackson and Water Valley, Miss. Casey shovelved black diamonds for nearly two years. Then, in February of 1890, at the age of 25, he realized his life's ambition. Casey successfully passed the examination for engineer.

in 174 miles. This shows that the Cannonball was hurtling along in manys places in excess of 100 m.p.h. and at no time, except for scheduled stops, was running slower than 65 m.p.h.!

During the next decade, Casey became the best known and respected engineer on the Illinois Central. His career culminated early in 1900 when he was appointed to run the crack "Cannonball Express." Casey piloted the passenger train between Memphis, Tenn., and Canton, Miss., a 188-mile stretch. The schedule called for a 50 m.p.h. average, including several stops. This meant that Casey had to run around 65 m.p.h or faster to keep the Cannonball on time

On the night of April 29, 1900, Casey took the place of a sick engineer on the southbound Cannonball. He used his regularly assigned engine, No. 382. The locomotive was a speedster, especially built for fast running with six-foot drivers.

Casey left Memphis about 95 minutes late. With the big Rogers-built 4-6-0 thundering down the single track line, Casey told his fireman, Sim Webb, that he intended to bring the Cannonball into Canton on time. By the time he neared Vaughan, Miss., Casey had made up 91 minutes



The National Trust of Historic Preservation, custodian of American shrines, encouraged the city of Jackson, Tennessee, to preserve Casey Jones' home and make it a railroad museum. It holds a large collection of old railroad antiques, including a former Gulf, Mobile & Ohio Railroad locomotive similar to Casey's No. 382. Shown is part of the museum's collection with Casey's prized six-chimed whippoorwill whistle at far right.

Twelve more minutes of the same incredible high speed and Casey would have rolled the Cannonball into Canton on time. However, as he swept around an "S" curve into Vaughan, the red marker lamps of a stalled freight train caboose loomed up in the fog.

Telling his fireman to jump, Casey stayed in his seat, shut the throttle, applied the airbrakes, slammed the engine into reverse and blew one last soul-piercing shriek from No. 382's whippoorwill whistle. With a tremendous crash heard for miles in all directions, the Cannonball struck the stalled freight train. The No. 382 plowed through the caboose and two loaded box cars before it leaped from the rails to land in a ditch on its side.

When the steam and smoke had cleared, Casey was found dead. He was crushed in the engine cab wreckage and had an iron bolt driven through his neck. However, in a death grip, one hand was still clutching the closed trottle and the other rested on the closed airbrake handle. Casey was the only person to die in the wreck. No other train crew member or passenger received more than bruises and slight injuries. Had he jumped with his fireman, the death toll would have been high.

The brave Illinois Central engineer thus passed into American folklore. Since then, Casey has come to typify the spirit of the rails. He was an adventurous figure in a hazardous occupation that gave his life so that others might live. Although the diesel air horn has replaced the steam whistle along the Illinois Central Gulf system, railroadmen can still hear the wind whisper:

"The switchmen knew by the whistle's moans
That the man at the throttle was Casey Jones."

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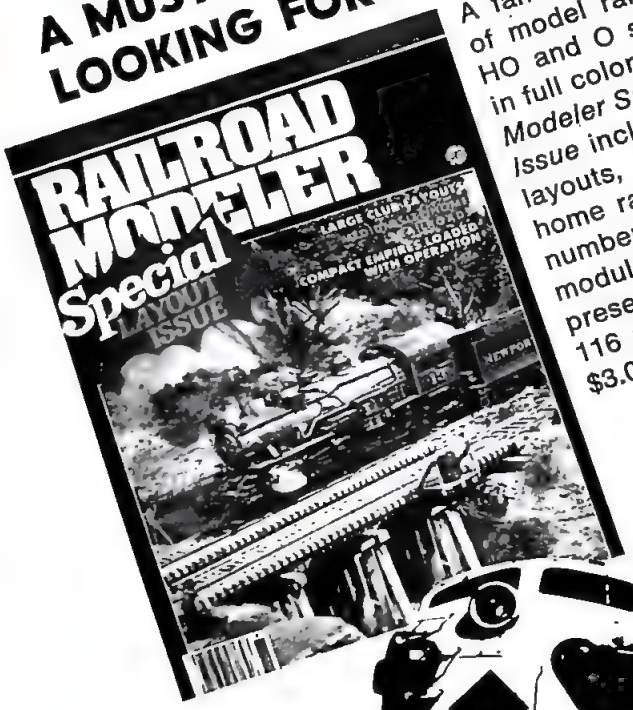

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ON THE RAILS

(Continued from page 7)

Since 1967, **Southern Pacific** has used old cabooses as train order stations at two locations along the 78-mile Colton Cutoff in California. Soon they will go out of service as a new 110-mile CTC program from Mojave to Colton will increase SP's centralized track control to 3,475 miles.

* * *

With a record backlog of freight car orders, **Pullman** has decided to drop out of the passenger car market which had been its original reason for existence. As Pullman turns full attention to freight cars, Budd remains the only U.S. passenger car builder.

* * *

Alaska Railroad, the only one truly owned and operated by the federal government, would like a direct rail connection with the "lower 48." In a plan to be released this summer, ARR will propose a 297-mile route from existing trackage to the Canadian border. Success of the plan requires the British Columbia Railroad to build a connection, something not yet certain.

* * *

Recent events at **Promontory, Utah** have provided an interesting contrast between free-enterprise and government bureaucracy. Over a century ago, two spirited railroad gangs raced to a meeting point in Utah, laying many miles of track daily. Now the National Park Service has decided to play trains, has spent $1.5 million building replicas of the two locomotives involved in the historic pilot-bumping, but in fourteen years has only laid 90 feet of track and is still a half mile from the ceremonial site. In 1869, the project was completed six years ahead of schedule.

* * *

Illinois Central Gulf's **Paducah Shop** is the largest facility in the country devoted to remanufacturing locomotives. Last year they rebuilt 124 locos, including 23 for ICG itself and 101 for various other railroads. It's much cheaper to rebuild an old loco than to build a completely new one and the rebuilds are just as good as new. ICG's current top-of-the-line is what they call a GP11, which can be rebuilt from either a GP7 or a GP9.

LONE STAR

(Continued from page 23)

Texas which could be called electric interurbans, although the service resembled that of suburban trolleys.

The two central Texas towns of Temple and Belton were connected by an electric line beginning in 1904, making this one of the earliest intercity lines in the state. The Belton & Temple Electric Railway Company went through several reorganizations, finally emerging as the Southwestern Traction. Never really successful, the line was looked on as an important segment in proposed lines designed to link Austin and Waco, where the TE could provide a connection enabling a rider to travel all the way from the state capital to Dallas and Fort Worth.

Such a line was never built, and the 15-mile Southwestern nicknamed "The Churn" by its riders as track and equipment gradually deteriorated, finally ceased operations in 1926.

Two electric cars did make it from Fort Worth to Austin by way of the Southwestern, however. The little line suffered a car barn fire in 1923, and in order to continue service purchased two single truck Birneys from Fort Worth. After abandonment these cars were resold to the local system in Austin, where they ran until 1940.

The Bryan & College Interurban Railway connected Bryan with Texas A&M — seven miles distant. The line was completed to the campus in 1911, but was not electrified until 1913. Cars were of typical streetcar pattern, but sported interurban-style pilots. Service lasted only until 1923.

Other railroads in Texas carried the term "interurban" in their corporate titles. These were either lines which intended to electrify when funds were available, as the Bryan & College did, or which operated local trolley service and intended to expand service to neighboring towns. Examples of such roads were at Brownsville, Bryan, Corpus Christi and Uvalde.

But such things as these were aberrations. Like many other aspects of the Lone Star State, the typical Texas interurban seemed larger than life, as anyone will attest who saw a red-and-cream Blue Bonnet leaving behind a cloud of dust as it sped toward Dallas. An old-timer in the state would say the same of a Fort Worth-bound Crimson Limited or a gleaming blue-and-white Galveston Flyer on its 35-mile tangent.

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TRANSIT OBSERVER

By Ed Stauss

La Villa station near Mexico City.

Six streetcar lines in **Mexico City** were closed this spring, including the short tourist line operated by car No. 0, an old classic restored car. All other lines in Mexico City including the other five closures are or were operated with PCC cars. Still in operation are lines to La Villa de Guadalupe (see photo), Xochimilco and others. (Luis Leon Torrealba via Short Circuit Bulletin).

* * *

Philadelphia operates the largest U.S. fleet of PCC cars still in service, 260 repaired, rebuilt, repatched venerable streetcars which have been serving southwestern Philly since 1948 and earlier. They'll be around for a while longer, but bids are being received to replace them with new light rail vehicles.

* * *

BART, the Bay Area Rapid Transit District, uses a 4-mile underwater tube to cross under the bay between Oakland and San Francisco. Last January 17 an electrical panel cover fell onto the track from a passing train and later caused another train to foul up the third rail, stopping in mid-tube. The resulting fire totally destroyed some BART equipment, but all passengers safely evacuated through heavy smoke. One fireman died from smoke inhalation.

After 78 days of studies, reports and safety tests, the tube was reopened for full service on April 5. Normal BART service is from 6 a.m. to midnight, six days per week and from 9 a.m. to midnight on Sunday.

Although the tube is technically very safe, the fire and shut-down were very bad public relations for some people who have always been a bit apprehensive about tunnels. Perhaps others have abandoned the underwater route because of lack of dependability. At any rate, the transbay crossing route is still down in patronage below pre-fire levels while the rest of the BART network is booming from California's gas crunch.

Here are the figures. System ridership is up eight percent over a typical weekday prior to the January 17 closing. But the major portion of the increase took place on the east bay lines, up 24 percent, with intra San Francisco ridership up eight percent. Transbay patronage which was still down 12 percent by the end of April is now down about two percent from the pre-closing base.

* * *

U.S. DOT will commit $5.6 billion in capital and operating funds over the next five years to eight urban rail transit systems in New York, Northern New Jersey, Chicago, Philadelphia, Boston, Cleveland, San Francisco and Pittsburgh. This is in addition to federal funding for new construction in Atlanta, Miami, Buffalo and Baltimore.

* * *

San Diego's MTDB is moving out, committing funds for rails and equipment for the 16-mile system from downtown San Diego to the Mexican border at Tijuana. Revenue service is predicted for mid-1981 with 14 Siemens/Duwag LRV's from Germany.

* * *

Someday they're going to build an **English Channel Tunnel** because there seems to always be someone working on a proposal. Four years ago the British government dropped out of a $4 billion project, but now British Rail has come up with a lower-cost single-track rail tunnel for only $1.3 billion. BR is now performing detailed planning.

* * *

Rail removal is well-along now at **Miami** as the Florida East Coast Railway is being torn up to begin construction of Dade County's rail rapid transit system. Removal of 9.6 miles of the FEC makes available some of the right-of-way for the 20-station transit route.

* * *

Buffalo, New York now has earthmovers at work on a 6.4-mile light rail line which will include 3.5 miles of bored tunnel through the solid rock which underlies much of New York state. Revenue service is expected for May, 1984.

* * *

Edmonton, Alberta has completed its first year of LRV service with patronage indicating wide acceptance. Because of system simplicity and use of proven components, the line has operated without major shutdowns or difficulties. Ridership averages 18,000 daily which is 50 percent higher than predicted.

* * *

Former **C&NW double-decker** cars used in Chicago commute service are being rebuilt by the Regional Transportation Authority in a program involving 48 of the 264-car fleet. Cars originally came from Pullman in 1965.

* * *

London Underground's extension to Heathrow Airport, opened in December, 1977, is operating with great success. It has been estimated that one-fourth of all air passengers arrive or depart the airport via the tube, amounting to about 30,000 fares daily. Trains leave London for the airport every four minutes during peak periods.

The reason for this success is that passengers can borrow luggage carts to wheel their luggage between trainside and the airline check-in or luggage claim areas. Rail service to New York's John F. Kennedy airport, marred by an awkward train-bus transfer to get to the airport, carries only 2,000 per day. Cleveland, the first U.S. city to have a rail link to their airport, requires passengers to negotiate an escalator and walk across a roadway to enter airline check-in counters.

European cities with downtown-airport rail connections are Barcelona, Brussels, Dusseldorf, Frankfurt, Paris, Vienna. New ones being built are at Amsterdam, Rome and Zurich.

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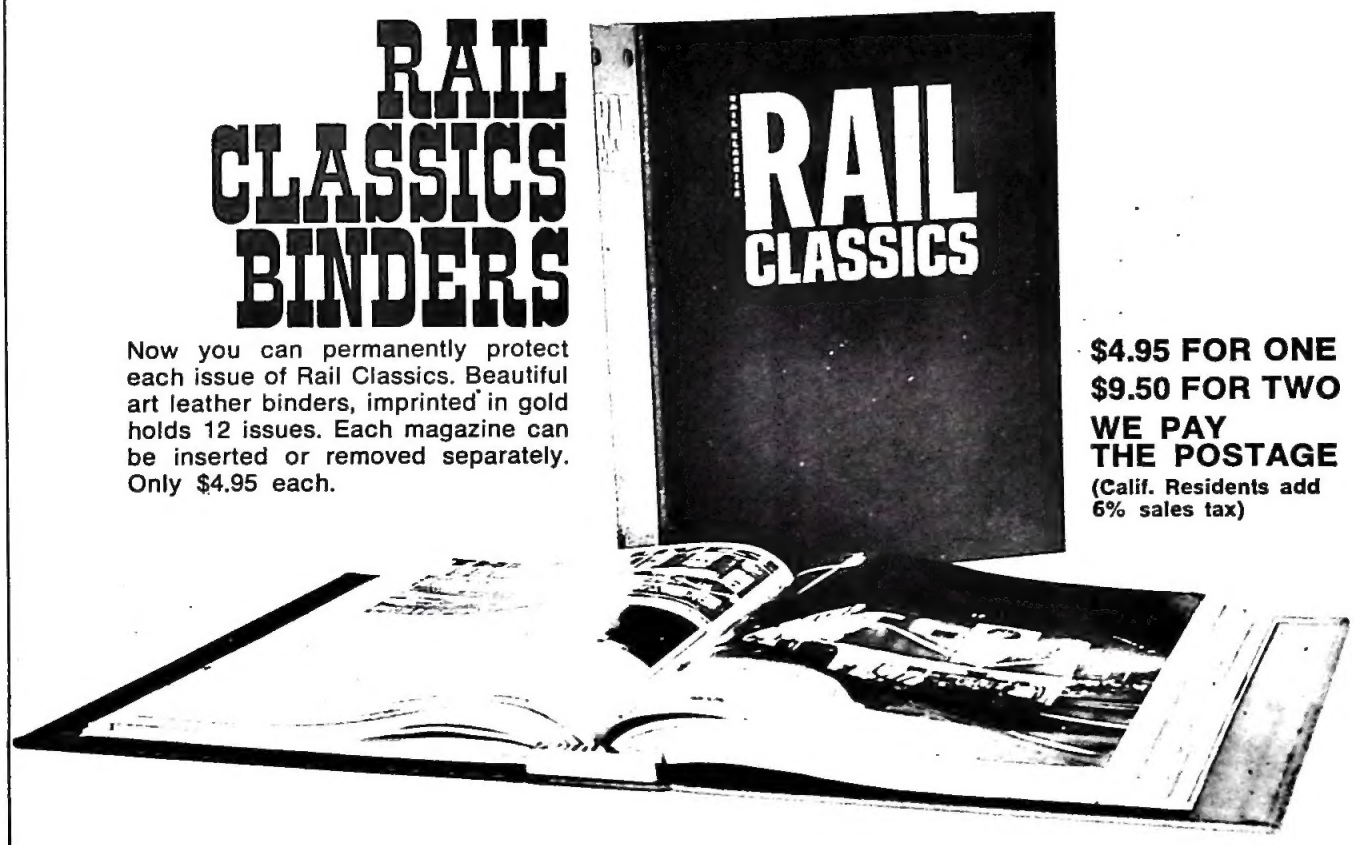

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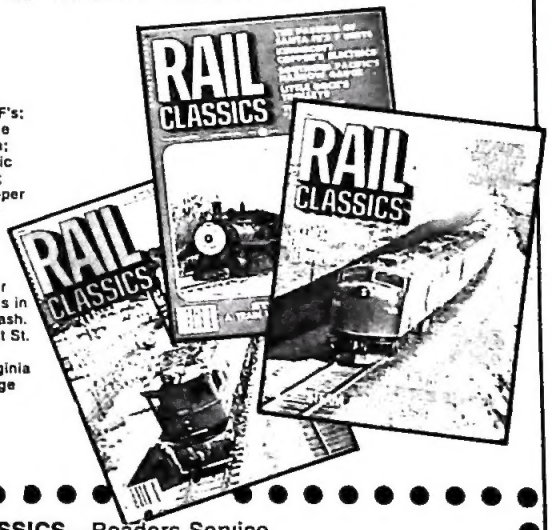

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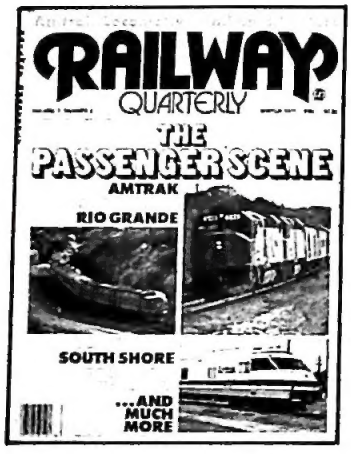

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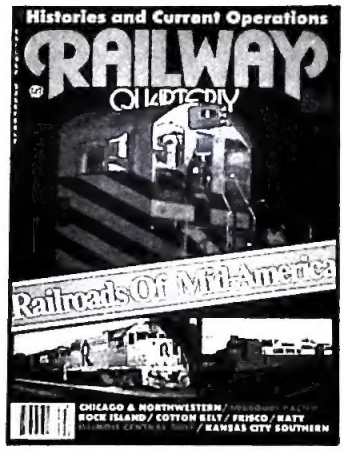

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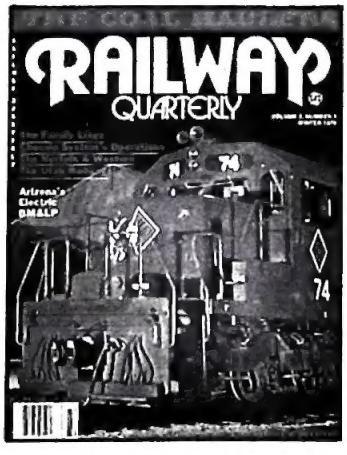

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